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Hydroplane Redeems Himself

MR. B.A. PROULX TOPS LIST OF
SUCCESSFUL JOCKEYS: REDEEMS
FOUR WINNERS

Protest In Ninth Race Upheld: Hey Tor Disqualified

Yesterday's races at Happy Valley might appropriately be described as "Proulx Day" for this jockey rode four winners in addition to getting placed second and third in two other races, out of a total of nine rides.

A protest was lodged with the stewards following the race for the Boa Vista Handicap, as a result of which Hey Tor was disqualified for bumping.

The biggest dividend of the day was paid by Little Beauty, who running into a place in the last race, paid his supporters \$248.30 each.

Hydroplane who was beaten on Saturday fully redeemed himself yesterday by winning the Nicholson Handicap (1½ Miles) comfortably.

evident that the Champion was too good for Mrs. Pearce's pony. Cossack's Beauty was a good third.

ST. KILDA HANDICAP (Five Furlongs)
There were nine starters in the Australian sprint race and from the time the gate went up, to the close of the race, there were only two ponies in it—Glorious Star and Dinty. They finished in that order, coming in many lengths ahead at the top of the straight, where Dinty swerved to lose several lengths of valuable ground to Glorious Star who ultimately won by three lengths.

FLUMMERY WAS THIRD ENTERING THE straight, but was beaten by St. Joan who put up a good race in the last stretch to finish two lengths behind Dinty and about the same distance in front of Flummery.

GLADIATOR'S EASY WIN
Gladiator had nothing to beat in the Kelleth Handicap which he won comfortably, beating Glad Eyes, who had been accompanying Chief Seattle in the vanguard, easily. The two leaders headed the field into the straight but Gladiator won easily. Chief Seattle had to give way to Jungle Jim for third place.

OAK BAY ROMPS HOME
Oak Bay romped home in the six furlongs race, where the start found the second and third favourites, High Speed and Racing Pride facing the wrong way. By the time these ponies had righted themselves, they were many lengths in arrears.

Meanwhile Oak Bay and Wayward Stag shared the lead, the former staying on to romp home an easy winner, while the latter was beaten out of a place in a close struggle in which Spigaway, The Redshank and Solar Star figured. There was very little in it Spigaway getting second place with The Redshank next and the others close up.

HYDROPLANE COMES IN
Mr. Benny Proulx made no mistake with Hydroplane in the Nicholson Handicap where he went to the post conceding weight all round. He kept the pony well up all the way and drawing ahead three furlongs from home, won comfortably.

Soldier of China in spite of a ten pounds advantage could not make any impression on the leader. He finished second, passing Budge in almost the last stride. The latter kept a fast pace throughout, but at the end of a mile had had enough. The last quarter found him tiring rapidly, and he slowed down visibly. The other three ponies were not in the picture at all.

HEY TOR DISQUALIFIED
The Boa Vista Handicap provided a win for Gay Butterfly ridden by Mr. Soares. There was rather a close finish in the home straight, several ponies disputing the issue. Hey Tor was second past the post and Partnership third, with Iron Grey well up. Following the race, there was a protest and later a notice was put up to the effect that Hey Tor was disqualified for bumping. The official result, therefore, was Gay Butterfly, Partnership and Iron Grey.

GOLD BULLION WINS
In the Kelleth Handicap, Gold Bullion won a popular race from

(Continued on Page 10)

THE
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EXCURSION TO MACAO

SUNDAY, 8th APRIL, 1934

S.S. "SUI TAI"

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EXCURSIONS.—Single: \$2.50; Return: \$4.00.
NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

Mr. F. M. L. Soares, who was slightly injured on Saturday appeared in only one race during the day. He started in the Boa Vista Handicap on Gay Butterfly and won the race.

Mr. Pote Hunt had more than a fair share of the honours, riding three winners, and getting placed on two occasions.

The Daily Doubles paid \$30.30 to successful punters. Only 51 tickets were taken on the second leg, although 262 people spotted Gladiator.

Mr. Gilbert Hartman scored a popular win in the opening race when he won by many lengths with Prima Donna from a field of eleven starters. Soldier of Germany was second three lengths ahead of Ribbie, another well backed pony. Racing Pluck was fourth by a matter of neck.

Prima Donna was sent to the front at the start and stayed in the van throughout, drawing away from the field after passing the Rock and dropping into a canter before the race was over.

Glorious Sun was with the leaders in the earlier part of the race, but faded out of the picture at the Rock, where Soldier of Germany, Ribbie and Racing Pluck began to make headway. Ribbie dropped visibly back at the Rock but was sent up immediately after at the three furlongs post. The fight for second place was short lived.

COPPER IDOL AGAIN
Mr. Pote Hunt demonstrated in the second race, that Copper Idol's victory on Saturday was no fluke, for he steered him home a winner by two and a half lengths from Tiny Star, who in turn was two lengths ahead of Young Chap.

Chesterfield and Young Chap led, with Copper Idol, Chow Fan, Classic Hall, and Cavalcade all well up. There was not much change in position until the Wong Nei Chong bend when Mr. Pote Hunt applied the whip to Copper Idol who was running alongside Young Chap. The former drew ahead at the distance post, where Tiny Star was seen to make up ground rapidly. Copper Idol won comfortably, while Tiny Star also had Young Chap well beaten. Classic Hall and Cavalcade finished fourth and fifth.

FIRST OUTSIDER

Electric Star and King's Bounty started favourites for the third race, a sprint over six furlongs, but both were unplaced.

King's Bounty drew the seventh position at the gate but Mr. Botel who was riding sent him in front by the five furlongs post where he was accompanied by Tiana.

The two led up to the bend, where King's Bounty began to fall back. Tiana stayed on and figured in a thrilling finish with The Tiger who came through on the rails with a great burst of pace.

Navy Hall came up very late in the race to snatch third place from Electric Star.

LIBERTY BAY'S WIN

There were only three starters in the Easter Stakes, over a mile. Mr. Proulx on Liberty Bay being a firm favourite. The other starters were Trentbridge (Mr. Heard) and Cossack's Beauty (Mr. Pote Hunt).

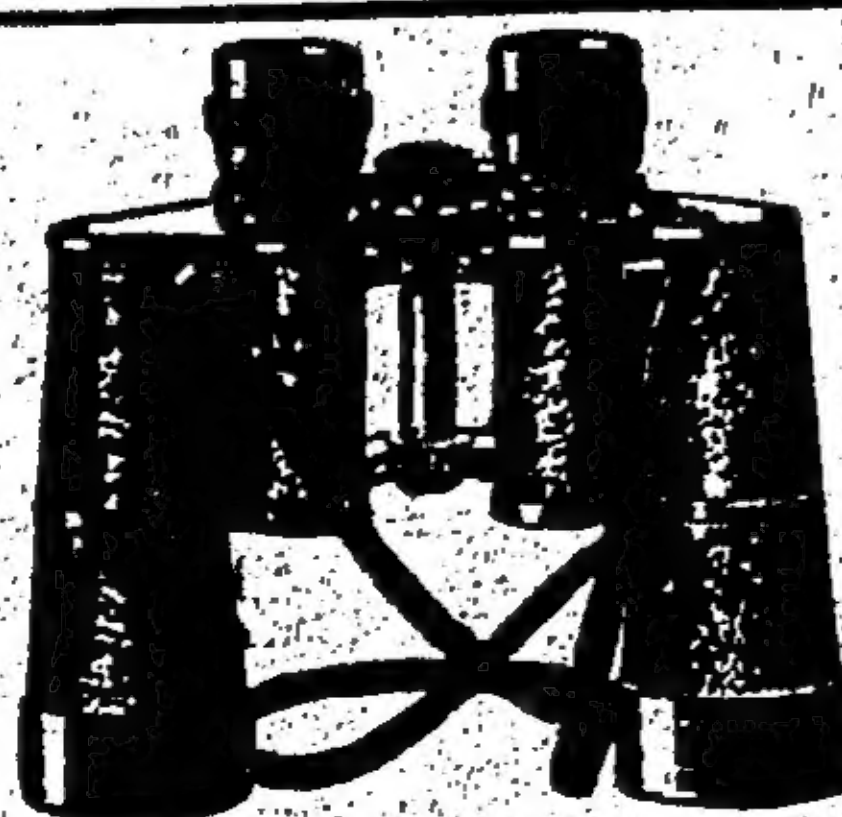
Liberty Bay led all the way home, with Trentbridge close up in the earlier stages of the race, but long before the finish it was

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Streamlining May Change Car Design

Will the cult of the streamline body bring about a revolution in motorcar design? There are many competent judges who think that this is more than probable, and that it will occur soon.

The idea of streamlining a car to cut down its wind-resistance is by no means novel in the realm of racing cars; indeed, it was exploited at Brooklands and elsewhere in pre-war days. In this application it may fairly be described as of the highest importance. As many records have been taken by scientific body shaping as by the attaining of a little extra power from the engine.

Air Resistance

In the more normal sort of motoring the streamline body now so obviously growing in popularity on both sides of the Atlantic, fulfils a rather different function.

Air resistance, or windage, hardly matters up to about 80 miles an hour, and even then it only absorbs a fraction of the power output of the engine. The latest sort of body would, thus, have little chance of wide adoption if that were the only advantage it had to offer.

It would seem, however, that things intended to move quickly through fluids, such as fishes and birds, are inherently graceful and pleasing to the eye. It is, accordingly, upon the score of its appearance that the streamline body chiefly relies for its vogue. To some eyes it must, at first sight, be bizarre; and objectionable simply because it is unusual. There will indeed be prejudice against it merely because it looks rakish and sporting.

Ultimately, however, the basic logic of the thing must prevail. Even the most up-to-date coachwork of the conventional sort has clearly inherited something from the horse-drawn vehicle, and this element alone has to a certain extent restricted the liberty of chassis designers. For that reason they will be only too glad to be rid of it.

Five-seater Cars

Take the case of the ordinary five-seater. So far as streamline form is concerned this is all wrong. It is narrow in the middle and wide at the back; which is the exact reverse of what it should be. It is equally wrong from the viewpoint of suspension and of weight distribution, though we need not here go into any technicalities.

How much more comfortable and convenient it is to have three people on a wide front seat, and two behind only those who have tried this arrangement can testify.

Again, in the interest of streamline form it is desirable that the car should have a blunt nose and a sharp tail. Thus at either end space is afforded for luggage that could not otherwise be half so well accommodated. In at least one of the cars which will participate in the forthcoming R.A.C. Bournemouth Rally the usual gaping spaces between the wings and the bonnet are neatly covered in.

The head and side lamp lenses lie flush with this formation, hence the trouble of washing—practically no polishing at all is called for—is reduced to the minimum.

Meanwhile there is the benefit that the more nearly a car approaches true "wind-cheating" shape the less are the eddy-currents about it, and so the less it is inclined to collect dust; and

mud. For that reason, the new vogue will appeal to those who are not only owner-drivers but owner-cleaners.

A single glance at the ordinary chassis is sufficient to show that it is not well adapted for the type of body which is to be broad in front and narrow behind. As this last tends to become standard practice, as in course of time, it no doubt will, then the chassis will have to be adapted to meet the new conditions.

Engine at the Back

In America, in Germany and in Britain there is material evidence that advanced opinion is convinced that it will imply moving the engine from the front of the car to the back, and there building power plant and the transmission into one compact unit.

For this arrangement there is unquestionably a great deal to be said.

Meanwhile it is not without interest to note that in this country the boldest supporters of the streamline idea and the most venturesome whole-hoggers in this enterprise, are old-established coach-craftsmen, many of whose reputations go back long before the automobile era, and who, one might well have supposed, would have been the last to fall into line.

NEW SAFETY GLASS

An entirely new type of safety glass has been introduced by the Triplex Safety Glass Company and is already being fitted to 1934 export models of several well-known United Kingdom makes. This new glass is made by a special electrical heat treatment process which transforms its texture. The glass does not fly when broken like ordinary glass; it merely crumbles away into crystals, suggestive of coarse sugar, and so shaped that they can be handled. Known as "Triplex Toughened," it is remarkably strong and flexible, and will resist wide extremes of climate. It is not harmed by sudden changes in the weather, and the sun's rays will not affect its appearance or its physical qualities.

"Triplex Toughened" consists of one pane only and can thus be guaranteed against discoloration, blisters and other defects which may arise in laminated types of glass when used in hot countries. Within wide limits this new glass can be twisted and bent without breaking. It will bear a load three or four times as great as that needed to break ordinary glass of the same thickness, and in actual test a pane measuring 45 inches by 10 inches and only 1 inch thick, supported the weight of five girls. A steel ball which smashed ordinary glass when dropped from a height of only 9 inches had to be dropped from a height of 156 inches before it smashed a pane of "Triplex Toughened" of exactly the same thickness. In a heat test, molten lead registering a temperature of 820 degrees Fahrenheit, nearly three times that of boiling water, was poured on one side of a test sheet of glass, and as soon as it had set, cold water was poured on the other side without damaging the pane. The glass has been successfully tested 15 degrees below zero or 47° F. of frost.

BRITISH CAR'S TRIUMPH

Every Award For Comfort

MONTE CARLO PRIZES

It is almost a tradition at Monte Carlo that the most comfortable and best equipped cars come from Britain. It was no surprise, therefore, that at the Concours de Confort—an important item in the Monte Carlo Rally—the winner of the highest possible award should be driving a British car.

Mr. C. J. Joyce, of Pass and Joyce Ltd., won the Grand Prix d'Honneur, and the gold medal presented by "L'Auto," with his beautifully equipped "95" Talbot, known here as the "drawing-room car."

His success is all the more impressive because the body was the ordinary standard production. The equipment, however, was remarkable. A feature was the way in which all tools could be reached, the car jacked up, and a wheel changed all without disturbing the passengers.

A special drained umbrella stand was fitted inside each of the rear doors, so that the water ran away, out of the car if an umbrella was put in wet.

A new idea was the method of storing the chauffeur's kit—overalls, sponges, wash leather, instruction books, and so on—in the hollow lid of the luggage locker. Rotating adjustable head-rests to each seat were another feature.

TABLES AND WIRELESS

In addition to these eminently practical fittings there were folding tables in the rear compartments, a powerful wireless set, and a hot air spray for keeping the wind screen clear in foggy weather.

Apart from the awards already mentioned Mr. Joyce was "first" in the large closed car class, while Mr. Lionel Martin took fourth place in the same class with another standard Talbot less lavishly equipped.

A Ford car entered by Commandant Berlesco, equipped with skis and a special device for driving on snow, took second place in this class, while the English coachwork of the Marquis de Ribeiro-Pereira's Rollin Terraplane, which also carried skis, was awarded third prize. Mr. G. E. Stott's handsome Alvis Speed 20 was sixth.

A very smart black and chromium SSI, entered by Mr. S. H. Light, and Mr. K. W. B. Sander-son's Speed 20 Alvis were placed respectively first and second in the large open car class.

Among the smaller cars, the winner of the closed car class was Mr. F. S. Barnes, with a well-equipped bright blue Singer saloon, while Major Douglas Morris won the open class with a Tickford body on his Invicta. In the same class second prize was taken by Mr. T. Minshall's Singer, and third by Mr. J. Beck's Triumph.

Perhaps the most picturesque event in the whole rally was the parade of cars before the palace. Owing to the absence of the Prince of Monaco, a deputy gave away the prizes.

Finally at the International Sporting Club a great banquet brought the rally week to a close. Two English girl drivers were awarded additional prizes last night. They were Miss Riddell (A.S.), for the best performance by an English woman's team, and Miss Dorothy Champney (Riley) for the best individual performance by an English woman.

"COALS TO NEWCASTLE"

To sell tea to Ceylon sounds about as hopeful a proposition as that hoary old jest about coals to Newcastle, but it is nevertheless a job which has kept three motor caravans occupied. These vehicles are equipped to carry out propaganda work, not only in the cities and towns, but also in rural and even jungle districts. They are fitted with loud speakers and with microphones whereby the crowds are harangued, the current being supplied by special generators and batteries. Teamwork equipment is also carried, and can cope with 2,000 demonstration cups per day, there being special tanks to contain some 50 gallons of water.

Commer "Raider" 14-ton chassis are used for the purpose, the special bodies being made of teak, while flooring, canvas, seats and all perishable materials have been treated with preservative to prevent white ants penetrating and causing havoc. A "snake bite outfit" carried among the medical stores is an accessory that is essential in Ceylon, where these Luton-built vehicles have been putting in some useful work.

MOTOR JOTTINGS

SHOULD THE COLD ENGINE BE WARMED UP SLOWLY?

A Manufacturer's Reasons For Saying No

By "Owner-Driver"

This question of cylinder-wear is becoming interesting. For years and years we have been told that to drive off the car first thing in the morning without a somewhat prolonged warming-up period of engine running was to invite trouble very much sooner than later.

Not all automobile engineers held this view, but they were in a hopeless minority, and I recall the sensation which followed the pronouncement of one of our leading designers when he said that the proper way to run-in an engine was to give it bursts of speed rather than to fog it on top gear and with a control washer in the carburetor.

His reasons appeared sound to me, and I have followed them ever since, but I confess that even when the results of the inquiry into cylinder wear by the Institution of Automobile Engineers were published (and which rather hinted that all our notions of causes of excessive wear were somewhat out of date), I still warmed up the engine rather slowly in the morning.

Old Theories Abandoned

You know the old theory. The hot oil in the working parts of the engine drips down to the sump shortly after the car is run into the garage in the evening, and the oil that is left in the bearings becomes stiff overnight.

When the engine is asked to pull the car without a preliminary warming-up period—in order to make the lubricating oil more fluid and splash all over the cylinder walls—excessive wear results, because there is an ever-present danger of metal-to-metal contact somewhere inside the power unit.

The conclusions of the I.A.E. research did not support this very strongly, and they also were a little dubious about the talk of abrasive effects of oil dilution, carbon contamination, and all those sort of things. In fact it was indicated that corrosion of the cylinder walls was largely responsible, and that such corrosion might be influenced by oil constituents.

It was also suggested that the sooner the engine was warmed up the better—and linked with this is a rather interesting and, to many, startling announcement by the Vauxhall people, who now tell us to forget the old theories and adopt new ones.

Hurry Up With the Job

I have a copy of the circular before me, and I cannot do better than quote largely from it. Writing to all their distributors and dealers, they tell them that within the next few days they will be receiving cars with revised precautionary labels stuck on the windscreens. I am not surprised that they should have warned these people beforehand.

"Do not allow the engine to idle for long periods before setting out," it goes on to say. "The car may be driven almost immediately after starting the engine. The stranger should be used only sufficiently to obtain satisfactory running, and the control should be pushed home as soon as possible."

"No advantage will arise from prolonging the warm-up period by driving slowly after first starting. It is advisable to warm up the engine as rapidly as road conditions will permit."

Now that is surely startling enough for most of us, but I am not altogether sure that the Vauxhall people are wrong. In fact, the more I think of it, having regard to the report already referred to, the more I think they are right.

Of course it is made clear that a new engine should not be fogged at high speeds on the road, but again they startle us by declaring that in top gear it is permissible to drive for the first 300 miles at 35 m.p.h., for the next 100 at 45 m.p.h., and then at 55 m.p.h. Shades of those who fitted washers and all sorts of devices a few years back and sentenced us to crawl at 25 m.p.h. for 500 miles!

Reasons Behind the Action

Here are the reasons given for making this change. "This apparent revolution in our recommendations for the running-in of a new car may in some instances be viewed with a certain amount of scepticism and in consequence we feel that a short explanation may relieve any diversion of opinion."

"During recent years the advance in motor car engine design and the development of more efficient lubricating systems has been accompanied by corresponding progress in the distillation of lubricating oils, and the tendency

to-day is to use considerably lighter engine oils than were deemed suitable a few years ago. "The outcome of such investigations [the reference is to research into the wear of moving parts and to cylinder walls] has proved that greater wear takes place prior to the engine becoming thoroughly warm. Present-day lubrication system efficiency, together with the fluidity of modern engine oils at all temperatures, has eliminated the necessity for slow and careful warming up of the engine from cold."

"It appears, in fact, that this slow warming-up treatment is definitely harmful, and all owners should be informed of this when a suitable opportunity presents itself."

Miniature Bombshell

Personally I regard this announcement as a sort of bombshell thrown into the motor trade, and I would like to be there when a salesman tells some owner-driver that he should get a move on with his car first thing in the morning.

But, after all, there is some sound reasoning and much research behind the instruction, and I, for one, will take more liberties when starting up. My readers will perhaps recall that I have always advocated warming up at a speed of at least 1000 revolutions a minute, and warned against excessively slow idling.

But 55 m.p.h. after the first 400 miles! Again I agree—but with the reservation that such a speed should not be maintained mile in, mile out. As I have indicated, my method of running-in has been to indulge in bursts of speed for about a quarter of a mile and then ease off for a mile or two. And I have not yet run a bearing, or caused any damage that I know of. (Here I touch the biggest piece of wood I can reach.)

A reader asks me to write an article about the ideal garage, and he asks whether I think a garage proprietor is justified in charging for air and water.

AN ALVIS MYSTERY!

What does "Alvis" mean? That was the question put repeatedly to Mr. T. G. John when he presided at a dinner in London given to celebrate the second birthday of the Alvis service depot in Jubilee Place, King's Road, S.W.3. Mr. John at last took his audience into his confidence: the name was a mere invention, not intended to mean anything. That being so, and having regard to the fact that it had become a popular one for little girls, he was reluctant to admit that he had received from a priest in Greece a letter telling him that "alvis" was a slang Greek word for those portions of a fish which do not come to table. However, the eighty-odd who were present at the dinner were not discouraged: Alvis was a good word for a jolly good car, and they did not want it altered, whatever it might mean in Greece or anywhere else.

In response to the toast of "The Alvis Company," proposed by the Editor of The Autocar, Mr. John, its managing director, expressed great satisfaction at their progress. Sales last year were up by 100 per cent compared with those in 1932, and the speaker was confident that the company would have its full share of prosperity in the better times ahead. Mr. T. G. D. Bonar proposed the

DISTINCTION ON WHEELS

"In a Vogue you are in the vogue," sapiently remarked a fair owner of one of the smartest cars to be seen on the road to-day. She was referring, of course, to Humber Vogue "saloon," which owes much of its gracefully flowing lines to that eminent fashion creator, Capt. Molyneux of Paris and London. Collaboration between the artist and the engineer is apparent in every detail of this extraordinarily pleasing car, in which a woman can feel just as "right" as in a Molyneux gown. Chic, yet comfortable to ride in, the Vogue saloon has a road performance which quite belies the moderate rating of the engine—it is taxed at but £12—while, as for smoothness of running, it is almost impossible to believe that there are four, not six, cylinders under the bonnet. It is indeed surprising that such an exquisitely finished and lavishly equipped car can be listed at only £335.

toast of "The Service Depot," to which its manager, Mr. T. J. Carberry, responded. "The Visitors" was proposed by the company's recently appointed sales manager, Mr. S. Horsfield, and Lord Waleran, an enthusiastic Alvis owner, replied.

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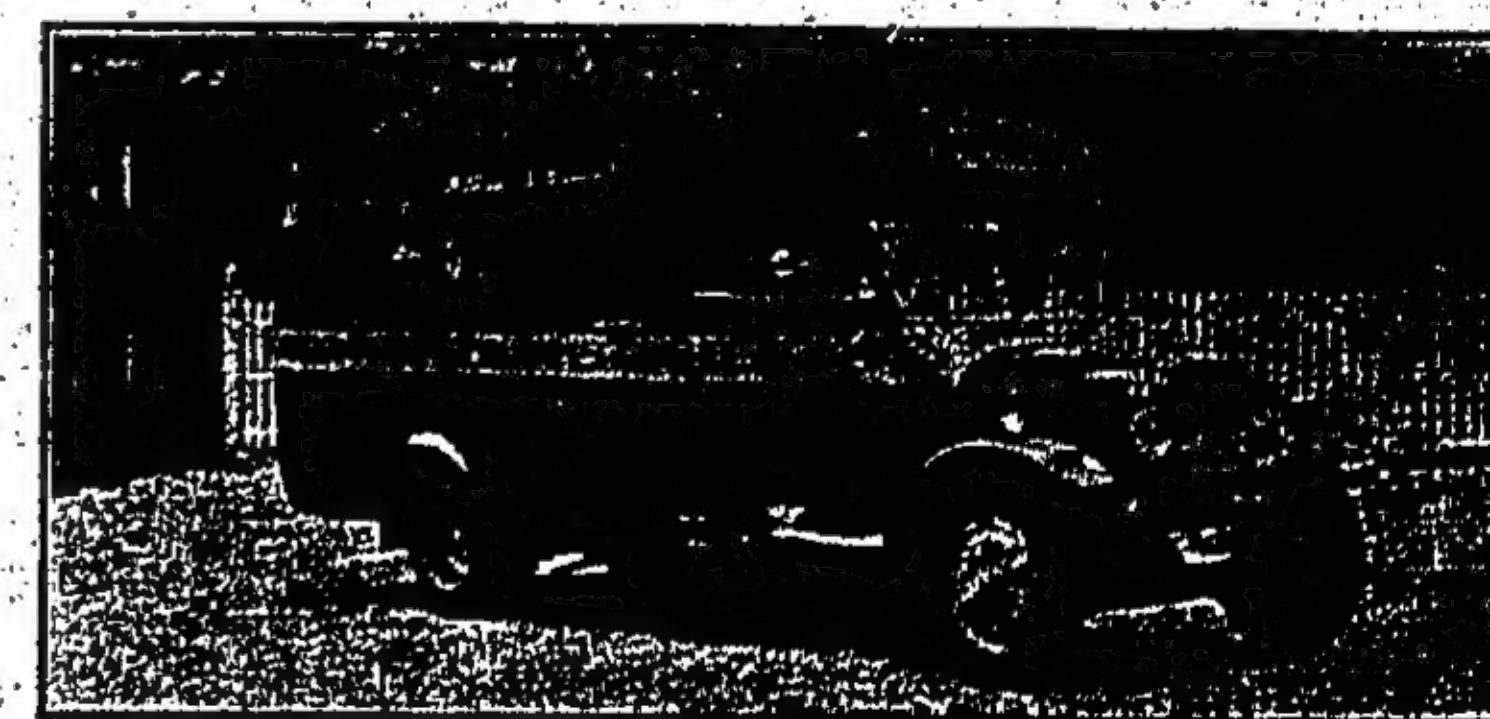
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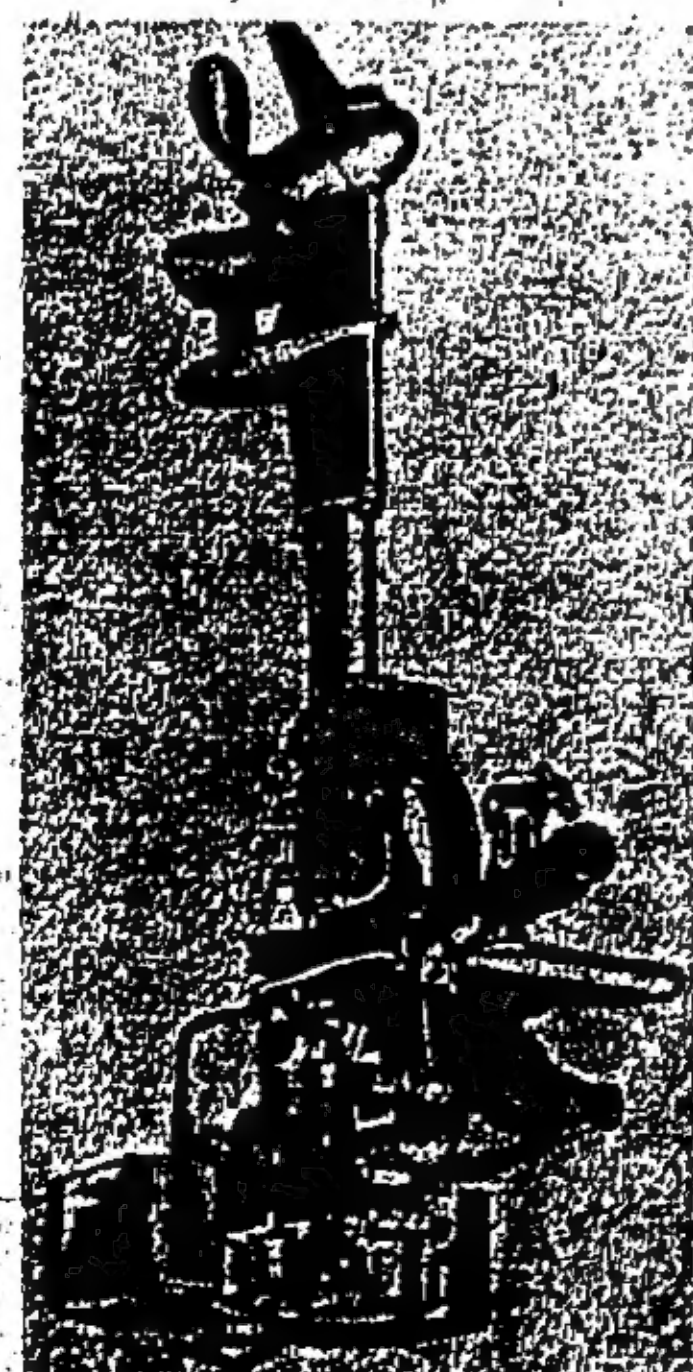
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TUESDAY, APR. 3, 1934

At 12 O'CLOCK NOON

At Their Sales Room,

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2ND FLOOR.

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DIARY OF LOCAL EVENTS

TO-DAY

(April 3)

Anniversaries and Holidays.—St. Richard's Day.
Auctions.—Lammert's Sale of Household Furniture, 2, King's Park Building, 10.30 a.m.

Cinemas
King's:—"Hips Hips Hooray!"
Queen's:—"Eskimo."
Central:—"A Southern Maid."
Oriental:—"The Sign of the Cross."

World:—"Chinese Picture."
Alhambra:—"Footlight Parade."
Majestic:—"Olsen's Big Moment."

Star:—"Meet The Baron."
Dances.—Sergeant's Mess, South Wales Borderers' Dance, Lane Crawford's 9 p.m.

Miscellaneous.—Rotary Club Meeting: Claims against the Estate of Sir Un. late of 70, Kennedy Road, due: Week-Night Service at English Methodist Church, Wan-chai, 8.30 p.m.

Moon.—II Moon, 20th Day.
Social Functions.—Farewell Presentation to Rev. W. Walton Rogers, and Welcome to Rev. J. R. Higgs, St. Andrew's Church Hall, 9 p.m.

Sports
Radio Sports v. Y.M.C.A. seniors, 5.15 p.m.: Meeting in connection with Volunteer Corps athletic sports, Headquarters, 5.30 p.m.
Sunrise.—4.19 a.m. Sunset.—6.37 p.m.

Tides.—High at 11.05. Low at 4.48 and 17.54.

WEDNESDAY

Auctions.—Lammert's Sale of Leasehold Property, Sales Room, 3 p.m.; Household Furniture, 4 Inverness Terrace, Kowloon Dock, 10.30 a.m.; Leasehold Property Sale at Hughes and Hough's Sales Room, 3 p.m.

Cinemas
King's:—"Hips Hips Hooray!"
Queen's:—"Eskimo."
Central:—"Chinese Picture."
Oriental:—"The Jungle Mystery."
World:—"Chinese Picture."
Alhambra:—"Gallant Lady."
Majestic:—"No Other Woman."
Star:—"Disgraced."

Entertainments.—H.M.S. Eagle's Concert Party, New Naval Canton Theatre, 8 p.m.

Meetings.—Annual Hong Kong Branch of Boy Scouts Association, Sandilands, Hut, 5.15 p.m.; Mid-Levels Residents' Association, Messrs. Shewan, Tomes Board Room, 8A, Des Voeux Road Central, 5.30 p.m.; Creditors, Radio Services, Ltd., Messrs. Thomson & Co.'s office, 10.45 a.m.

Miscellaneous.—Claims against the Estates of Charles Arnold, late of Kuala Lumpur; Shum Wai, late of Canada; and Nai Ngee Bodhidatta, late of Bangkok, due: Kowloon Union Church Women's Guild, 10 a.m.

Moon.—II Moon, 21st Day.
Principal Mails
Inward from Australia by Nellore; from Europe via Suez by Naldera; Outward for America and Europe via Siberia by Chichibu Maru, 8.30 a.m.

Social Functions.—Oxford and Cambridge Society Annual Dinner, Gloucester Building, 8 p.m.

Sports
Annual Meeting, Fanning Hunt and Race Club, Messrs. Jardine, Matheson's Board Room, 5.30 p.m.
Punjab v. Hong Kong Hockey Club seniors, 5 p.m.; "Recreo" v. Borderers, 5 p.m.
Sunrise.—4.44 a.m. Sunset.—4.27 p.m.

Tides.—High at 0.38 and 11.40. Low at 5.11 and 18.56.

LURE OF ORIENT

Mr. D. McNeill Might Return

Mr. Duncan McNeill, who has retired from the E. & S. Takoo Sugar Refinery, Hongkong, fourteen years ago, from the post of superintendent boiler-maker, has a profound liking for the Far East, as when he was leaving Shanghai for New York last week in the Dollar liner, President Coolidge, he was not quite sure if he would not be called back again by the glamour of the Orient.

Mr. McNeill, who came out from London in 1883 in the St. Malo to join the staff of the Hongkong office of the P. & O. Co., was born in 1880, in Greenock, Scotland. A keen sportsman, Mr. McNeill was a member of the Shanghai winning team in the interport lawn bowls match a few years ago. He is also a member of the Kowloon Lawn Bowls Club.

During all his years in China, he made his residence in Hongkong, with the exception of the last seven years, when he stayed in Shanghai. He returned to Shanghai from a visit to his younger daughter in New York in January, but was called back following the receipt of news of her death. His elder daughter, Mrs. Sutor, wife of Capt. Sutor of the Shanghai Licensed Pilots Association, and his grandson left with him. His son, Mr. M. W. W. McNeill, chief engineer of the St. Takan, did not accompany him on this trip.

H.K. WIRELESS PROGRAMME

Broadcast by Z.B.W. on 355 Metres

1-2 p.m.—European Programme.
1 p.m.—Local Time and Weather Report.
1.03 p.m.—Recorded Music.
1.30 p.m.—Rugby Press News, etc.
2 p.m.—Close Down.

CONCERT FROM THE STUDIO TONIGHT.
4.30-7.30 p.m.—Chinese recorded programme.
7.30-10.30 p.m.—European Programme.
7.30 p.m.—Closing Local Stock Quotations, etc.
7.33-8.08 p.m.—Variety.
8 p.m.—(Local Time and Weather Report).

Selection—Lido Lady—Savoy Orpheans.
Vocal Duet—The Swing Song.
Vocal Duet—Trot here and There—Winnie Melville and Derek Oldham.

Orchestra—Tonight give me an hour of love.
Orchestra—Play Fiddle Play—Gerald's Gaucho Tango Orchestra.
Vocal Duet—We just couldn't say Goodbye—Chick Endor and Charlie Farrell.

Pianoforte Solo—Bill Mayer's Own Selection—Billy Mayer's Vocal Quartet—Young and Healthy.
Vocal Quartet—Take me away from the River—The Four Musketeers.

8.08-8.33 p.m.—Sonata in C Minor (Grieg)—Marjorie Hayward and Una Bourne.
1st Mvt.—Allegro Molto ed appassionato.
2nd "—Allegretto espressivo alla Romanza—Allegro molto.

3rd "—Allegro animato.
8.33-9 p.m.—Selections by the New Mayfair Orchestra.
Lilac Time (Schubert, arr. Clusman).
Blue Roses (Ellis).
Folly to be Wise.
Tell her the Truth (Waller and Tumbidge).
Out of the Bottle (Levant, Grey, and Ellis).

9-10 p.m.—From The Studio.
Miss Irene Roe L.R.A.M. A.R.C.M. (Soprano).
Capt. C. P. Joce (Baritone).
Lt. Col. C. H. Kuhne, D.S.O. O.B.E. (Piano).
Programme.

1. What Dull Care
The Gentle Maiden—Capt. Joce.
2. Hark the echoing air (Burcell).
Cradle Song (Byrd).
It was a Lover and His Lass (Morley)—Miss Irene Roe.
3. Sonata in G (Beethoven)—Lt. Col. Kuhne.
4. Where'er you walk (Semele) (Handel)—Capt. Joce.
5. Hark, Hark, The Lark (Schubert).
The Sandman (Brahms).
Folk Song (Schumann)—Miss Irene Roe.
6. Mazurka (for a little girl) (Debussy).

Two Short Preludes.
(a) Allegro (Scriabine)—Lt. Col. Kuhne.
(b) Andante cantabile (Scriabine)—Lt. Col. Kuhne.

7. Trade Winds (Keel).
Sea Fever (Ireland).
Rolling Down to Rio (German)—Capt. Joce.
8. Andalus (Spanish Dance) (Granados)—Lt. Col. Kuhne.
9. The Passionate Shepherd (Stanley Taylor).
I love my God (Bullock).
The Bubble Song (Shaw)—Miss Irene Roe.

10-10.27 p.m.—Gilbert and Sullivan Vocal Gems—The Pirates of Penzance—Columbia Light Opera Company.
Selection—H.M.S. Pinafire—Vocal Gems—The Yeomen of the Guard—Columbia Light Opera Company.

10.27 p.m.—Rugby Mid-day Press News.
10.30 p.m.—Close Down.

DAVENTRY PROGRAMME
G.M.T.
8.30 p.m.—Concert by the Hartley Novelty Quintet. (Time Signal from Greenwich at 7 p.m.).
7.20 p.m.—Concert by the Wireless Military Band, conductor B. Walton O'Donnell, John Stirling (pianoforte).
8.30 p.m.—A recital of gramophone records by Christopher Stone.

9 p.m.—Time Signal from Greenwich. Concert by the B.B.C. Orchestra (section E), conducted by H. Foster Clark.
10.15 p.m.—News Bulletin.
10.20-10.45—Dance music.

RADIO MANILA
5 p.m.—Tea Dance Programme—San Juan Orchestra.
7 p.m.—Songs by "The Mystery Singer".
7.15 p.m.—Requests.
7.30 p.m.—Lyric Music House Programme—Church Robins at the Seller Grand and Franquelli Sisters.

7.45 p.m.—Ray view Hotel Orchestra.
8.15 p.m.—Radio Crusaders conducted by Bernice Molano.
8.45 p.m.—Stock Quotations.
9.00 p.m.—Opera Hour.
10.30 p.m.—Sign Off.

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ON VIEW FROM TUESDAY,

THE 2ND APRIL, 1934.

TERMS.—CASH ON DELIVERY.

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THURSDAY, APR. 5, 1934

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Teak Bedsteads Iron Beds, Tables, Teak Filing Cabinets, Table Screens, Decks, Looking Glass, Vases, Trunk, Linen, Table Fans, Books, Glasses, etc., etc.

A QUANTITY OF

BLACKWOOD FURNITURE

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1 Baby Grand Piano

2 Upright Pianos

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ON VIEW FROM WEDNESDAY,

THE 4TH APRIL, 1934.

TERMS.—CASH ON DELIVERY.

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FRIDAY, APR. 6, 1934

COMMENCING AT 5.15 P.M.

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ON VIEW FROM THURSDAY,

THE 5TH APRIL, 1934.

TERMS.—CASH ON DELIVERY.

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TUESDAY, APRIL 3, 1934

COMMENCING AT 10.30 A.M.

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BUILDING, AUSTIN ROAD,

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A SOUTHERN MAID

LUPINO LANE

and AMY VENESS
MORRIS HARVEY
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THE GLAMOUR AND ROMANCE OF THE SUNNY SOUTH

A COLOURFUL ROMANTIC MUSICAL COMEDY—COMPANION TO "MAID OF THE MOUNTAINS," ANOTHER BRITISH INTERNATIONAL MUSICAL ROMANCE.

TO-DAY AT THE CINEMA

HONG KONG

KING'S—
"Hips, Hips, Hooray."QUEEN'S—
"Eskimo."CENTRAL—
"A Southern Maid."ORIENTAL—
"Sign of the Cross."LEE—
"Chinese War Picture."

KOWLOON

ALHAMBRA—
"Footlight Parade."STAR—
"Meet The Baron."MAJESTIC—
"Olsen's Big Moment."

Coming

KING'S—
"Mama Loves Papa."QUEEN'S—
"Sons of the Desert."ALHAMBRA—
"Gallant Lady."ORIENTAL—
"The Jungle Mystery."

"ESKIMO"

Excellent Educational Picture

Mighty epic of the Arctic; a saga of love and passion that flamed in sub-zero temperature; the greatest film record ever made of a native people who defy death in order to live—these are a few of the elements that distinguish "Eskimo," which is now showing at the Queen's Theatre as one of the most spectacular films of all time.

Not only has the grandeur of frozen wastes been captured for sight and hearing, but in addition the picture contains vivid human drama—that is heart-stirring in appealing tenderness. Intimate scenes of Eskimos in their loves and hates provide a realism that could only be equalled by actual experience among peoples of the North.

Smashing thrills thunder across the screen in a breath-taking background for native adventure; thousands of caribou on the rampage charge the hunters and then are stamped into an Arctic lake; hundreds of maddened walrus rip fishing boats to pieces; hunters attack polar bears with small ivory spears; ice floes crash and jam with their rumbling brought to the sound screen in terrifying volume.

And through all this spectacle runs the love story of Mala, Mighty Hunter, who battles the scourge of the white man to protect the ones he loves. There can be no praises for his acting, because he lives before the camera as do all the other natives in the cast. There is not a moment of "camera consciousness" during the entire picture.

Joseph Sauters, Edgar Deering, Edward Hearn and other white men in the cast are powerful in their portrayals. Two roles of special interest are played by Col. W. S. Van Dyke, as Inspector White of the Canadian Mounted Police and Captain Peter Freuchen as Captain of the whaling ship. Col. Van Dyke directed scenes while he acted and Captain Freuchen author of the book "Eskimo," greif a beard and long hair to keep his part realistic. Van Dyke has again proven that he is the most capable of all "travelling directors." His film record of the North will live in the history of all expeditions with sound and camera.

ly riotous comedy. It will keep the entire family roaring. Hardy's meeting with his practical-joking brother-in-law—effectively and humorously played by Charles Chase, a star in his own right—creates laugh-provoking situations that add considerable life to the film.

Mae Busch, as Hardy's hard-boiled wife, and Dorothy Christy, as the beautiful, if nagging, spouse of Stanley's, prove perfect foils for the buffoonery of this intimate duo of comers.

LAST TWO-DAYS AT
2.30, 5.10, 7.15 & 9.30 P.M.

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FROM THURSDAY



HIPS, HIPS, HOORAY

with Ruth Etting, Thelma Todd, Dorothy Lee
RKO-RADIO PICTURE

Why speak of LOVE

when there is so much laughing to be done!

Charlie RUGGLES
Mary BOLAND
IN
Mama Loves Papa

A Paramount Picture with LILYAN TASHMAN, WALTER CATLETT, GEORGE BARBER, Directed by NORMAN MACELOD

"HIPS, HIPS, HOORAY"

Laugh Riot At The King's

Held to be the most spectacular and thrilling of all professional sports, automobile racing for the first time is accorded outstanding burlesque treatment in some of the farce sequences of "Hips, Hips, Hooray," RKO-Radio's musical extravaganza starring Bert Wheeler and Robert Woolsey showing to-day at the King's Theatre.

In this rapid fire musical, Wheeler and Woolsey find it necessary to flee from the long arm of the law, and decide that the most efficient way in which to flee is to join a cross-nation automobile "race." Away they dash from home from business, from Thelma Todd, Dorothy Lee

and Ruth Etting, as pilots of a super-fast racing car. The curves of mountain roads annoy them. The comedy pair settle this matter by racing down the sides of the mountains, eliminating the curves. Snow halts them. They carry on by providing the race car with skis. They find that they are having difficulty in passing other cars. Pumping buoyant helium gas into their tires, they soar over any obstacles which obstruct their flight.

Chickens, motorists and pedestrians are frightened out of many years of life as the mad pair dash to the coast, and eventually into an insane finish.

"Hips, Hips, Hooray" features this and other fantastic sequences in its story which was written by Edward Kalmar, Mark Sandrich directed and Dave Gould staged the spectacular dance sequences.

PRINCE'S SCOTTISH TIES

The Prince of Wales's acceptance of the office of president of the Royal Scottish Corporation follows upon his retirement from the "presidency" of the Highland Society of London in favour of the Duke of Connaught. His Royal Highness held the latter office for one year, but this new appointment is not limited in tenure. The late King Edward was president of the Royal Scottish Corporation from 1889 to 1901—the year of his accession to the throne. The Corporation deals with all cases of distress among Scottish people in London and gives a pension to many aged poor in the Metropolis. The Prince of Wales accepts the presidency on the understanding that, by doing so he is giving his "general support" to all the individual Scottish societies which contribute to the maintenance of the Corporation. The Prince will preside at the next annual dinner of the Corporation on St. Andrew's Day.

SHOWING TO-DAY

QUINCY

At 2.30, 5.10, 7.20 & 9.30 p.m.

The BIGGEST PICTURE ever made!



Metro-Goldwyn-Mayer Epic

—NEXT CHANGE—

STAN LAUREL OLIVER HARDY

"Sons of the Desert"

Metro's Riotous Comedy

FINAL SHOWINGS TO-DAY

STAR

At 2.30, 5.20, 7.20 & 9.20 p.m.

JIMMY DURANTE

JACK PEARL

"MEET THE BARON"

A Metro-Goldwyn-Mayer Comedy

FINAL SHOWINGS TO-DAY

ALHAMBRA

At 2.30, 5.20, 7.20 & 9.20 p.m.

FOOTLIGHT PARADE



WARNER'S SPECTACULAR EXTRAVAGANZA

—NEXT CHANGE—

ANN HARDING

"Gallant Lady"

CLIVE BROOK
A United Artists Production

"MAMA LOVES PAPA"

Charlie Ruggles And Mary Boland

Mary Boland and Charlie Ruggles, who have been featured together in numerous recent pictures, are co-starring in "Mama Loves Papa," a comedy written especially for them, which opens on Thursday at the King's Theatre. Norman MacLeod, director of the Four-Mark Brothers in most of their screen appearances, directed.

"Mama Loves Papa" is a story which permits both Miss Boland and Ruggles to display their particular types of comedy to the best advantage. They are cast as a middle-aged couple who live outside a big city and commute to town each day. Ruggles to tease fellow office-workers with his puns. Miss Boland to absorb ideas of culture" on popular lectures.

After one of these lectures, Miss Boland decides her husband must dress in formal clothes on every possible occasion. The next day he goes to work in cutaway and bowler. His boss, spotting the clothes, immediately concludes there was a death in the family, and gives him the day off. Charlie wanders into the park, where he is mistaken for a city official and forced to participate in a dedicatory exercise.

The city's political boss, dissatisfied with the park commissioner, decides Charlie would do as well as any one else, and appoints him to the job, and a series of hilarious events follow.

In addition to Miss Boland and Ruggles, the cast includes, Lilyan

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CECIL B. DEMILLES

The SIGN OF THE CROSS

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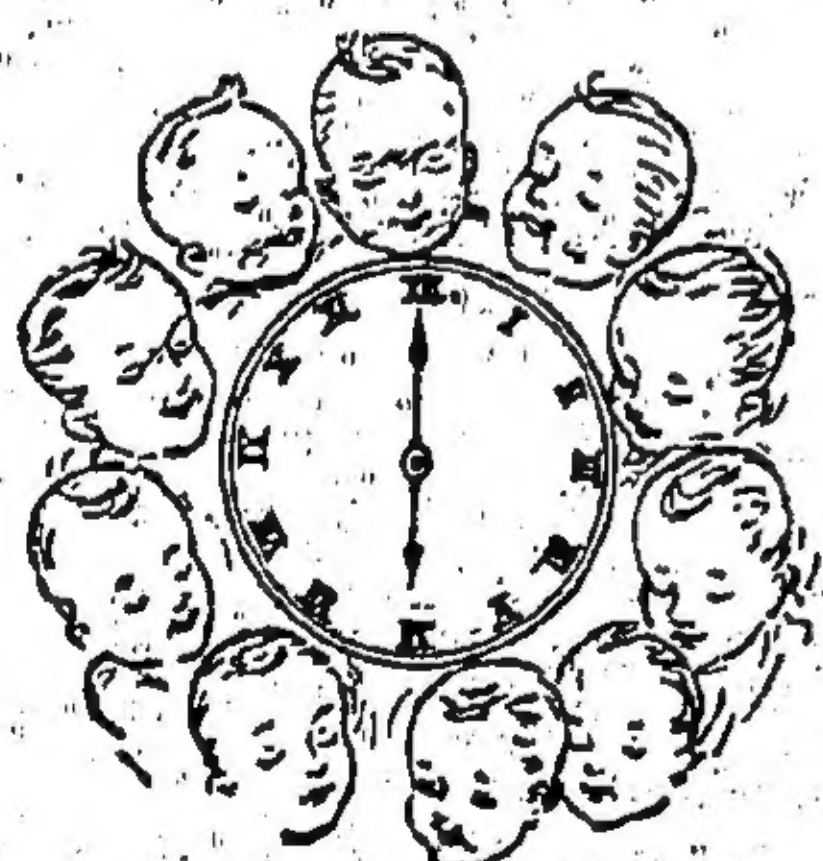
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EX-KING ALFONSO WINS LAW SUIT

£11,000 Securities
Claim

(Special Air-Mail Service)

London, March 17.
Mr. Justice Lawrence delivered his reserved judgment in the King's Bench Division on March 11 in the action concerning securities valued at about £11,000, which were claimed both by ex-King Alfonso and Banco de Vizcaya. The action came up on March 1 and 2, as an interpleader issue under the title "Banco de Vizcaya v. de Bourbon y Austria"—the family name of the ex-King.

It was then explained that the securities, consisting of Victory Bonds and shares in the Trinidad Central Oilfields Ltd., were held by the Westminster Bank as bailees, the bank being no party to the action.

While it was contended for the ex-King that the securities were his own property, having been purchased by him out of his own moneys some years ago, the Banco de Vizcaya's case was that the only rights the ex-King had were rights governed by Spanish law; that he could call upon the Spanish bank to deliver the securities, but that, if they were refused, then his only remedy was to sue them in the Spanish courts.

Penal Laws

Mr. Justice Lawrence referred to the decrees made by the provisional Government of Spain in 1931, confiscating the ex-King's property.

"The contention on behalf of the ex-King," said his lordship, "is that these decrees are penal laws of a foreign State and ought not to be recognised in an English court. The substance of the right sought to be enforced by the Spanish Bank is the delivery to them by the Westminster Bank, who hold the securities as bailees. The enforcement of the right will directly or indirectly involve the execution of what are undoubtedly penal laws of the Spanish Government."

"The whole case for the ex-King was that the bank were bound by virtue of the decrees I have mentioned to hand over the securities to the Spanish Government in defiance of the mandate of the ex-King. For the bank it was contended that, although the decrees might be penal, their claim was not a final one, because they were not asserting the right of the Spanish Government, but their own contractual right to the securities as against the Westminster Bank. "I am unable to accept that contention."

Accordingly, Mr. Justice Lawrence decided the issue in favour of the ex-King with costs.

LAURA LA PLANTE SUING FOR DIVORCE

"Marvellous Friends"

(Special Air-Mail Service)

London, Mar. 17.
Miss Laura la Plante, the film actress, has brought a suit for divorce against her husband, Mr. William Selzer. "It is simply a very friendly divorce," she says.

The suit has been filed at Riga, Latvia.

Miss la Plante, whose first talking film was "Show Boat," is now engaged at Warner Brothers' studios at Teddington in the production of "Church Mouse."

Mr. Selzer is at present in Hollywood. He and Miss la Plante have been married seven years. Recently Miss la Plante said: "The real reason for my taking the divorce proceeding is that we have just drifted apart. We are still marvellous friends."

"I have written to him, and I still am writing him."

"In the papers which have been filed the ground which is given is 'incompatibility, independent of guilt on either side.'"

"We have discussed it through the mail, so that it didn't just bowl him over when he got the papers."

"He hopes to be over here some time during the year, probably in June or so. If I am still here I shall probably show him the Tower of London," added Miss la Plante with a laugh.

A SUCCESSOR TO ELGAR

Speculation is rife in musical circles as to who may succeed the late Sir Edward Elgar as Master of the King's Music. The office, which is really a musical counterpart of the laureateship in poetry, is now largely an advisory rather than an executive one. It is a legacy from early Restoration times, when Charles II. appointed Davis, a clockmaker by circumstance, but a violinist by all the rights of an artistic mind—to wield the baton in front of his band of "four and twenty fiddlers."

THE LATE REV. J. K. MACONACHIE

A Leader Of Free
Church Thought

(Special Air-Mail Service)

London, March 17.
In eloquent words, suffused with sincerity, the Rev. Phillip Rogers, A.B., paid worthy tribute to the life's work of the Rev. J. Kirk Macdonachie, Congregational minister in Dawlish for the past four years, at the funeral.

Coming here in the evening of his life, after long strenuous work in the ministry Mr. Macdonachie impressed his personality and fine character on the community during his short sojourn in the town.

As mentioned last week, he died on Friday morning last at the age of 70 years. He had enriched his Church and generation by his gifts of heart and mind, and his passing will be mourned by many who delighted in his friendship.

Representative Attendance At Funeral

There were few vacant seats at the Congregational Church for the funeral service on Tuesday afternoon. It is a strange coincidence that the date, March 6th, coincided with the date of the recognition service to the Rev. Macdonachie on March 6th, 1930.

Those present were well representative of the other denominations in the town and of the Congregational Churches in Devon. Amongst them were Dr. H. Sanders (Langdon), and Dr. Pearce (Exmouth), an authority on China, who were associated with the deceased in religious and social work in Hong Kong, and the following Congregational ministers: Revs. E. Mann (Totnes), Sydney Courtney (Newton Abbot), H. R. Venale (Teignmouth), S. R. Angel (Moretonhampstead), A. R. Southcott (Kingsteignton), J. P. Hocking (Bovey Tracey) and J. E. Stephens (Okehampton). Deacons of the Dawlish Church: Mrs. E. A. Rickwood (hon. secretary), Mr. W. H. Stone (hon. treasurer), Messrs. A. J. Ferris, E. Coesins, H. W. Hitching and W. Lovell.

The officiating ministers were the Rev. Hugh Jenkins, M.A. (Moderator of the Western Province) and the Rev. Phillip Rogers, B.A. (Plymouth). The Rev. F. Simmons, M.A. (vicar of Dawlish) read the lesson, which was taken from the 32nd chapter of Revelations.

The choir attended and led the singing of the hymns, "Captain and Saviour of the hosts of Christ" and "For ever with the Lord."

Miss E. Stone presided at the organ and played "O Rest in the Lord" as the coffin was borne from the church.

The Deceased's Life's Work

The Rev. Phillip Rogers, in an address, paid an eloquent tribute to the life and ministry of Mr. Macdonachie, a son of the manse, and brought up in the atmosphere of the Christian ministry, it was truly a beautiful coincidence that he became a member of the Dawlish Church in his youth, and was from that Church recommended as a candidate to the ministry and entered Western College, Plymouth, now at Bristol. It was a singular thing that the Church which helped to send him into the ministry should be the Church to which he gave the last years of his life.

Mr. Macdonachie settled first in Manchester and for 20 years exercised a strongly virile and fruitful ministry in the Northern city. He did not confine himself to the work of the Church, but entered into the larger life of public service and became a leader of Free Church thought and opinion. He was a thinker and organiser and had the gift of clear, lucid expression. He was one who dared to speak his mind on the great questions of the day.

Then, after 20 years in Manchester, as most of them were aware, quite unexpectedly and in what seemed to him a providential manner he received an invitation to become pastor of the Hong Kong Church, and for 15 years exercised there a keen and fruitful ministry. He was then in his prime, and he and his partner in life laid themselves out to serve the Church but his health broke down.

His gracious ministry they could say became fragrant to the ends of the earth, because the men who came under his influence went all over the world, and wherever they went they carried a memory of his gracious, Christian character.

It was certainly remarkable that the master's duties in these last days were somewhat onerous, including as they did the composition of birthday and New Year odes for the Sovereigns, and the Victoria era members of the orchestra were obliged to stand while playing at the Court.

LADY COWANS DEAD

Great Q.M.G.'s Widow
Who Sold His Medals
To Bring In Money

(Special Air-Mail Service)

London, Mar. 17.
Lady Cowans, widow of Sir John Cowans, the man who was Quartermaster-General during the war ("the greatest commissariat officer since Moses") has died in a London nursing home after a comparatively short illness.

John Cowans was a young lieutenant in the Rifle Brigade when he met the future Lady Cowans. She was then Miss Eva May Coulson, and her father was the vicar of Long Preston, Yorkshire.

Before the Great War Lieutenant Cowans had risen to the rank of general, and had seen much service in India. The war saw him organising the clothing and feeding of 7,000,000 troops, and thanks to his genius all those men were clothed and fed as troops in the field had never been clothed and fed before.

£8,000 Swallowed Up

In April, 1921, Sir John died. He left £8,000 to Lady Cowans, but he had been so engrossed in his Army duties that his own financial affairs had fallen into great confusion, and the £8,000 was swallowed up in paying debts.

Lady Cowans was thus left with only a pension of £225 a year. More than once it was suggested in Parliament that, in view of her husband's great services, a special grant should be made to her, but when she was offered a Civil List pension she declined it.

She even sold Sir John's decorations—which included the Grand Cross, Collar and Jewel of the Order of St. Michael and St. George, and the Grand Cross of the Order of the Bath—and his medals to keep going but soon after she had sold them to a firm of jewellers an anonymous buyer bought them and returned them to her. Lady Cowans was never able to find out who this benefactor was.

Financial Bad Luck

In a life on Sir John Cowans it is recorded that he was always unlucky in money matters.

As an example: Once he bought a ticket in the Calcutta sweep, parted with it to a friend, and it drew a winner and a prize of £80,000.

Sir John and Lady Cowans had no family.

In the providence of God he should have been led back to the Dawlish Church. In one sense he had earned retirement but the need of his experience appealed to him, together with the thought that he could put in a few more years to the ministry.

"It was not too much to say that the men and women to whom he regularly ministered would cherish his memory in their hearts."

A Friendly Man

Speaking for his fellow ministers, they felt that he was a friendly man; they always enjoyed his company; humour was in his talk and outlook; but more than that, he was a man of true, Christian fellowship. He lived this life first to serve his Lord and Master and through Jesus Christ to serve his fellow-men.

They did not look upon him as dead. They said of him: "He is not dead; he is risen." Death was not a calamity; it was natural, normal, necessary. Without it they could not enter into the fullness of life.

The mourners were the Widow, Miss Betty Vincent (Loughton, Essex) niece; Mr. and Mrs. Colbridge (Torquay) and Miss J. Skinner.

Amongst those present were Major-General Sir Claude Bray, Rev. J. Johns (Methodist), Rev. F. W. Barrows, Dr. A. A. Lees, Commander H. A. Browning, R.N., Captain Leeds (Salvation Army), Mrs. F. King, M.B.E. (hon. secretary F.S.H.), Miss Hemming (sec. O.A.W.G.), Messrs. W. Staddon (Newton Abbot and District Congregational Church Council), O. Waddington (Newton Abbot), D. Anderson, M. H. M. Draper, W. A. Wallace, J. W. Skinner, W. Ferris, W. J. Holman, Wills (Shaldon), A. Atkinson, W. O. Northcott, R. Robertson, W. A. Thomas, A. E. Bowden and D. Wood (wardens St. Mark's Church), T. Baker, W. W. Davey, Jarvis (Teignmouth), I. J. Bues (Moretonhampstead), W. Moore, S. W. Day (Ilfracombe), A. E. Farrington, J. M. Houghton, R. Coyne, C. D. Haskins, S. Reynolds, E. P. Short, C. Jordan, E. M. M. Houghton, T. Haskins, W. W. Burr, J. Cockran, J. Cornish, W. Harvey, W. Bond, many lady members of the Church and others.

LONDON MAN SHOT DEAD IN SINGAPORE

Mourning Girl Who Was To Have Been
His Bride

(Special Air-Mail Service)

London, Mar. 17.
Inspector Albert Edward Popejoy, of the Singapore Police Force, and formerly of the Metropolitan Police, was shot dead by a Chinese when he called to make official inquiries at a pawnshop in Singapore.

He was 28, and his parents live at Larden-road, Acton Vale, W.

A Reuter message says that a Chinese detective was wounded and died later. No arrests have yet been made.

The inspector called at the pawnshop in the course of an investigation into a robbery (adds the British United Press). A Chinese in the shop produced a revolver and shot the officer dead.

Inspector Popejoy was 6ft. 3in. tall, and an athlete. He played Rugby for the Straits Settlements police team.

He was engaged to Miss Muriel McKenzie, a West End saleswoman, and they were to have been married this year at Singapore.

Mrs. Popejoy, mother of the dead police officer, told the "Evening Standard" that her son had been at Singapore for two years. She said:

"He was in the Metropolitan Police, and was formerly at Bethnal Green and then at Bow-street. He had been in the police force for four and a half years. He was born in Acton, and had lived there all his life until he went abroad." He had a brother and two sisters. His mother had a letter from him a fortnight ago, in which he said that he was doing well.

FIRE-PROOF NAVY

British Warships
Immunity

(Special Air-Mail Service)

London, March 17.
Recent correspondence in The Daily Telegraph on the effects of British and German shells at Jutland has drawn attention to the havoc caused during that battle by explosions and fires.

It may be said, in passing, that the precautions taken in our new ships make any repetitions of disasters like that of the Queen Mary well-nigh impossible. Shell-fish in a turret could not now penetrate to the magazines, owing to the elaborate yet fool-proof system of anti-flame shutters and baffle plates.

But the truly remarkable feature of our latest ships is their immunity from fire. When cleared for action there is practically no burning inflammable on board. This is in striking contrast to our pre-war ships, which carried many fittings upon which a fire could take.

The new system of non-flammable construction and equipment, first introduced in the Nelson and Rodney, has since been improved, and is seen to perfection in the cruisers of the Leander and Arctura class. Practically all cabin furniture, for example, is made of fire-proofed plywood, the same material being used for lower-deck mess tables and stools, and even for light bulk-heads. Many other fittings, for which inflammable wood was used formerly, are now made of aluminium and light-metal alloy castings.

Great improvements have also been effected in the fire-fighting organisation of the ship. Pumps and flooding arrangements are much more efficient, and are designed to cope with any imaginable emergency. A cordite fire could now be easily localised.

As regards electrical installations, which are believed to have caused several recent fires in Continental liners, it is probably true to say that the system now used in the Navy renders a fire from this cause impossible.

EDINBURGH SENIOR BURGES

(Special Air-Mail Service)

Edinburgh, March 17.
In 1893—the year of their marriage—the King and Queen made a tour of Great Britain, receiving wedding presents and the freedom of several cities, including York and Edinburgh.

At Edinburgh "H.R.H. George Duke of York and Earl of Inverness, K.G.," received the freedom of the city "in testimony of the high respect and esteem entertained by the magistrates and Council and the community of Edinburgh for his Royal Highness."

Now, through the death of Lord Aberdeen, the King becomes Edinburgh's senior burges.

THE WING SLOT

Making Flying Safer

During the short but rapid development of aviation, probably no single device has done more to make flying safe than the British invention of the automatic wing slot. Experiments began towards the end of the Great War. Before that, and for some years afterwards until the use of the slot became general, the majority of fatal flying accidents were caused by the Pilot inadvertently "stalling" his engine—in other words, losing flying speed. (One estimate places the percentage of accidents due to this cause as being as high as ninety!). In the stalled position the pilot had no control. His ailerons (lateral controls) were inoperative and rudder and elevator also soon became useless. The result was an uncontrolled tilt over to one side as the machine began to fall, a nose dive followed by a spin, and, if there were not sufficient space between the aeroplane and the ground for recovery, a heading crash.

The slot device is a simple one. It consists of winglets which, in normal flight lie snugly against the front edges of the main plane. When the machine is "stalled" these winglets move on arms away from the main plane; the resultant narrow slot between main plane and winglet maintains unbroken the air flow over the lifting surfaces, and allows the pilot to maintain full control. The dangerous nose dive and spin are eliminated. The French Government have just bought from the British inventors the rights to use and manufacture in France the automatic wing slot. This is the sixth foreign government which has effected such an agreement; and the actual device is used extensively in the civil and military aircraft of thirty-four other countries.

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SACERDOTAL ORDINATION

Presentation To Monsignor Mario Zanin

His Excellency Monsignor Mario Zanin, the Archbishop of Rhodes and newly appointed Apostolic Delegate to China, and the Rev. Fathers Joseph Yip, Paul Lau and Lucas Fung, who were ordained into priesthood last Sunday were presented with illuminated addresses at a reception given by the Chinese Catholic Young Men's Society at Wah Yan College last evening.

In spite of the inclement weather, a large crowd was present, and after the presentation of the addresses, a delightful concert was given by the Chinese Catholic Young Men's Society.

In welcoming the distinguished guests, Mr. C. S. Shek, the Chairman of the Chinese Catholic Young Men's Society said: Although I am no eloquent speaker I feel it duty bound to speak a few words of congratulation and welcome to your Excellency and the three newly ordained fathers.

The Chinese community of Hong Kong must feel themselves proud to have the honour of the company of your Excellency, the Apostolic Delegate, here to-night.

I trust this reception will leave us a living memory not for the entertainment we are going to enjoy but for the grace and honour we receive from your Excellency that we should carry out our duty as Catholics towards the Church. Words fall me to express my gratitude to your Excellency and I close by wishing your Excellency, on behalf of the Chinese Catholics in Hong Kong, success in every undertaking in China.

To the new fathers I offer my congratulations for the sacrifice they have made and the many years of toil in the Seminary, and I hope they will receive their hundred-fold in future. Out of the three fathers two were born in Wanchai and looking back to past records, one finds that Wanchai has raised many priests. Before long I hope other districts will raise, if not more than, at least equal to, as many priests as Wanchai for "the harvest indeed is great but the labourers are few."

The new fathers have been trained for the Mission field, and they are prepared to face all difficulties and sufferings in the new future, and I hope the Catholic community will give them every support in order to make their work of Salvation a success.

Mr. Simon Tse Yan, the Hon. President of the Society, then delivered illuminating addresses in Chinese to the distinguished Prelate and the three Chinese Fathers after which His Excellency, Mgr. Zanin suitably replied in Latin.

THE VALUE OF RESEARCH

An Industrialist's Views

The importance of research was emphasized in a speech by Sir Hugo Hirst before the British Electrical and Allied Industries Research Association of which he is president. Sir Hugo is, of course, well known as chairman of the Gen. Electric Co. of England, and a leading industrialist, so that his remarks on this subject are of particular interest.

The speaker referred to the fact that whereas fifty years ago Britain was at the height of its industrial success, leading in every industry, at the outbreak of the war the position had changed. The war, however, had the effect of bringing everyone together, and a British school of thought in the electrical industry was produced. When the war was over, he personally determined to have a research laboratory which would make British industry independent of foreign competitors.

As to whether a research laboratory paid, it would be difficult to give an answer in terms of chartered accounts' figures, but there is no doubt whatever that research brings prestige, prestige brings confidence and confidence brings business.

"We have gone through a grave crisis," said Sir Hugo. "Thanks to Government efforts, but mainly through the character of the people, we have pulled through with a stiff lip. In the electrical industry we see a gradual improvement month by month."

Sooner or later saturation point will be reached in the home industry, and what is wanted is more export business. With the nationalist tendencies of each country to exclude imports, the great chance for Britain to increase exports is by research and invention. Certainly no country has a better record for invention and application. Whatever other countries may have done in music and art, in the field of invention during the past century British names are outstanding.

PASSPORT REGULATIONS

New Ordinance — Prepared

The "Gazette" contains the draft of an Ordinance to regulate the entry and departure of persons into and out of the Colony, to prohibit the entry of undesirable immigrants and to confer various powers in connection therewith.

This Ordinance, which repeals the Passports Ordinance, 1923, which delegated to the Governor in Council the power of regulating the admission of persons into the Colony and substitutes new provisions enacted by the legislature which are derived mainly, as to Part I, from the Travelers Restriction Ordinance 1915, which is to be repealed by another Ordinance, and from the Straits Settlements Passengers Restriction Ordinance No. 169 as amended by the Straits Settlements Ordinance No. 1 of 1932, and as to Part II, from the existing Passport Regulations.

New Provisions.

New provisions include the following: Where the holder of a valid passport or travel document is an alien, who has not resided in the Colony for more than one month since his last arrival therein, it shall be lawful for the Inspector General of Police to make an endorsement thereon, without fee, defining a limited period during which the alien may stay in the Colony.

The holder of a valid passport or travel document which bears an endorsement defining a limited period of stay in the Colony shall not remain in the Colony after the period has expired. Provided that the period of his stay may be extended with the consent in writing of the Inspector General of Police, for which consent the Official Signature fee of \$5 shall be paid.

OPEN-AIR EASTER SERVICE

Large Gathering Present

The first Open-Air Easter Service promoted by the Hongkong Christian Churches Union and the Chinese Y.M.C.A. was held on the South China Athletic Association ground, Caroline Hill yesterday morning, over a thousand being present.

A temporary altar had been erected in the middle of the grounds, simple but effective with a large cross in the background. The choir from St. Paul's Church, under the able leadership of Mr. Andrew Chan, and the Chinese Y.M.C.A. Ambulance Brigade band, under the direction of Mr. K. Y. Lee, rendered the hymns.

The service was conducted by the Rev. Lee Kau-yan, and the principal speaker was Mr. S. C. Leung, acting general secretary of the National Chinese Y.M.C.A. Shanghai, who dealt on "The Resurrection of Jesus Christ."

The service was under the chairmanship of Mr. W. L. K. Ling.

ST. ANDREW'S CHURCH

Reception To New Vicar

A reception to welcome the Rev. James Robert Higgs, M.A. (Oxon), the newly appointed Vicar of St. Andrew's Church, Kowloon, who arrived on Saturday by the Blue Funnel s.s. Hector, accompanied by Mrs. Higgs will be held in the church hall at 9 o'clock to-night. Members of the congregation and friends are cordially invited to attend.

The Rev. Higgs succeeds the Rev. W. Walton Rogers who leaves for Home on Friday by the Empress of Japan.

TURF CLUB SPLIT

Bangkok, March 24. There has been a Turf Club split here, as a result of which the chairman, members of the finance committee, and the secretary resigned. They have been replaced by three owners and a new chairman, who also is probably an owner.

FROM THE GAZETTE

Appointments, Tenders, Etc.

The "Gazette" contains a schedule of charges for medical treatment and maintenance in Government hospitals.

It is notified for the information of Owners and Occupiers of tenements that, under the provisions of Rating Ordinance No. 8 of 1931, Rates for the Second Quarter, 1934, are payable in advance on or before the April 30.

Mr. Charles Crosby Knight has been appointed a Member of the Harbour Advisory Committee, vice Mr. Allan Cameron, resigned, with effect from March 29.

The Honourable Mr. T'so Seen-wan, O.B.E., LL.D., and the Reverend Frank Short have been appointed Members of the Board of Education for a further period of two years, with effect from April 9.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to amend further the Telephone Ordinance, 1925.

Tenders are being invited for the erection of public bathing sheds at Kennedy Town and Repulse Bay.

Mr. John Johnstone Paterson has been appointed, provisionally, an Unofficial Member of the Legislative Council in succession to Mr. Benjamin David Fleming Beth.

Mr. Hugh Blackwell Layard Dowbiggin, O.B.E., has been appointed a Member of the Board of Education for a further period of two years, with effect from April 15.

Mr. Charles Crosby Knight has been appointed a member of the Court of the University of Hong Kong for a period of three years, with effect from March 29.

Captain Reginald David Walker, M.C., has been appointed to act as Manager and Chief Engineer of the Kowloon-Canton Railway, with effect from March 24.

COL. LINDBERGH'S NEW POST

U.S. Air Mail Inquiry

(Special Air-Mail Service)

London, Mar. 17. The U.S. Secretary for War, Mr. Dorn, has invited three of the foremost U.S. fliers—Col. Lindbergh, Mr. Orville Wright and Mr. Clarence Chamberlin—to join a special committee to study whether the Army Air Corps is capable of continuing to fly mails. All air mails have been stopped since Sunday, after ten Army pilots had been killed in the three weeks since Mr. Roosevelt so drastically ordered Army planes to take over civil services.

The committee is composed of leading military aviation authorities. Surprise is expressed at the inclusion of Col. Lindbergh so soon after his letter to Mr. Roosevelt condemning the cancellation of private air mail contracts as unfair.

Mr. Chamberlin, another Transatlantic flier, has adopted the opposite side in this controversy. He telegraphed to Mr. Roosevelt upholding his action a few days after the Lindbergh episode.

YESTERDAY'S SAYINGS

Dr. C. S. Myers, Principal of the Institute of Industrial Psychology—"There are persons who, whatever their training or practice, will never make good drivers."

Mr. W. R. Davidge, a former president of the Town Planning Institute—"If all London were built up to the statutory height the traffic congestion would be beyond description."

Sir James Crichton-Browne, at the Boveril meeting—"Too strict a regulation of diet may become a petty tyranny and degenerate into hypochondria."

Sir E. Hilton Young—"The blame for the recent drought has fallen on the Government, as I will get the whole credit for this rain."

Sir Malcolm Robertson—"Black shirts, blue shirts, green shirts, Communists, Stafford Crippes, and other exotic weeds are but rank undergrowth born of seeds sown by foreign winds."

Prof. Bone, of the Imperial College of Science and Technology—"The science of coal is in danger of being drowned by its politics."

SWATOW NOTES

Good Luck And Bon Voyage

(From Our Own Correspondent)

Swatow, March 30.

Last Saturday evening was the occasion of a memorable "Bon Voyage" party given by the A.P.C. Mess (Messrs. Wooding and Russell sole owners and operators) for John Robinson Esq., who leaves for "home" to-day. The A.P.C. generally have very enjoyable parties and this was no exception.

Almost all the foreign population of Swatow was present and in addition to toasting "John," everybody did full justice to the appetising buffet supper which was provided, along with and after which, dancing was enjoyed in the spacious accommodation which the Mess provides. Yesterday Mr. Robinson was the guest of honour at a buffet given by one of his chief "shooting" companions (Mr. Fred Maloot) at which again almost "everybody" was present.

Mr. Robinson represents Messrs. Bradley & Co. in Swatow and is therefore one of the most well-known figures in town.

He leaves a capable "locum tenens" in the person of Mr. Watkinson; but we certainly can say his genial personality will be missed by all of us during his absence. We wish him a pleasant voyage home, and that he may find his family in the best of health, and that they all enjoy their vacation.

Despite energetic efforts by Mr. Russell (A.P.C.) we are not to have the pleasure of welcoming the Hong Kong team up here this Easter.

We had news they were coming up and yesterday Mr. Russell received a wire to say that they could not come.

We have not heard the reason, but hope it is not because of the alluring write up Mr. Russell gave them of the capabilities of the Swatow "athletes." We are sorry that we are not to have the pleasure of their company and hope for better luck next year.

There will be the usual Easter meeting of the Swatow Masonic Lodge in the Masonic Hall on Saturday, March 31st, followed by a Dinner to be served in the Klaiat Club.

The Swatow Club have sent out a general invitation to a Dance and Buffet Supper to be held in the A.P.C. Mess to-morrow evening, the mess being chosen because of its spacious accommodation.

We are apparently back into winter, the weather having changed very noticeably in the last two days. After a few very hot days the temperature dropped considerably on Wednesday, and to-day the inside temperature is down to 54 degrees, and everybody back into winter clothes.

FOUNDER'S DAY AT HARROW

New Heraldic Panels To Be Unveiled

(Special Air-Mail Service)

London, Mar. 17. During the celebration of Founder's Day at Harrow on March 10, Lord Tomlin, president of the Harrow Association, unveiled eight new heraldic panels in the series which is being formed in Speech Room in memory of distinguished Harrovians of the past.

Like their 19 predecessors, the new panels were designed and painted by Mr. George Kruger Gray, F.S.A., and carved under the direction of Mr. L. A. Turner, F.S.A. They fall into two groups, one composed of four panels in honour of two admirals, the first Lord Rodney (whose achievements are already celebrated in one of the Harrow songs) and Sir Edward Coddington, and of two generals, Sir Horace Smith-Dorrien and Lord Horne. The naval panels are the gift of Lieutenant-General Sir A. E. Coddington and other descendants of the admirals and of old Harrovian sailors. The military panels have been given by Lady Horne, the sons of Sir Horace Smith-Dorrien, and old Harrovian soldiers.

The other group contains the panels in honour of the seventh Earl of Shaftesbury, the philanthropist of Sir Francis Grant, who was President of the Royal Academy, 1866 to 1878, of Dr. Walter Leaf, who is commemorated as "Homeric Scholar and Banker," and of John Galsworthy. The last mentioned panel, in which the laurel-wreath surrounding the shield is inscribed with the Cross of the Order of Merit and bound with its beaded ribbon, is the gift of the novelist's widow. The Governors of the school have presented Dr. Leaf's panel out of admiration for his many-sidedness, which is symbolized in part by the ornaments on his panel—the Arms of the Westminster Bank of which he was long chairman, an ancient Greek helmet, and the Greek colours woven into his wreath, which bears edelweiss in memory of his Alpine prowess—and as a mark of affection for one who was

CHINA COAST OFFICERS

Changes And Promotions

China Navigation Co.

Capt. E. H. Histed, from "in transit," is on reserve.
Capt. J. W. Tinson, sup'y master, from reserve, is in transit.
Mr. B. C. Finch, chief officer, Tsinan, has gone chief officer, Kwelyang.

Mr. J. McKinlay, chief officer, Kwelyang, has gone chief officer, Tsinan.

Mr. C. Fox, chief officer, Tungchow, has gone chief officer, Shanghai.

Mr. N. Pounder, chief officer, Shanghai, has gone chief officer, Tungchow.

Mr. J. W. Evans, chief officer, Wusueh, has gone chief officer, Chihhua.

Mr. J. H. Forbes, chief officer, Chihhua, has gone chief officer, Wusueh.

Mr. W. A. Orwin, sup'y chief officer, Wanhien, is on home leave.

Mr. E. Hardman, chief officer, Kueichow, has gone sup'y chief officer, Wanhien.

Mr. E. Bruce, sup'y second officer, Wanhien, has gone acting chief officer, Kueichow.

Mr. M. P. Beard, second officer, Kueichow, has gone sup'y second officer, Wanhien.

Mr. W. A. Haddon, sup'y second officer, Wanhien, has gone second officer, Kueichow.

Mr. J. Scott, second officer, Kueichow, has gone sup'y second officer, Wanhien.

Mr. W. R. Kirkland, sup'y second officer, Wanhien, has gone second officer, Kueichow.

Mr. J. F. Pollett, second officer, Chihhua, has gone second officer, Fatsuan.

Mr. D. Boyd, second officer, Fatsuan, has gone second officer, Chihhua.

Mr. G. L. Brand, second officer, Talyuan, has gone second officer, Shengking.

Mr. T. P. Lloyd, sup'y second officer, Wanhien, has gone second officer, Talyuan.

Mr. T. Norman, second officer, from reserve, has gone sup'y second officer, Kueichow.

Mr. G. Boulton, chief engineer officer, Wuhu, has gone chief engineer officer, Kueichow.

Mr. T. R. Pringle, chief engineer officer, Wenchow, has gone chief engineer officer, Wuhu.

Mr. R. D. Thompson, sup'y chief engineer officer, from in transit, has gone chief engineer officer, Taming.

Mr. W. Scott, acting chief engineer officer, Kueichow, has gone second engineer officer, Wenchow.

Mr. G. E. Kerr, sup'y second engineer officer, Hailow, is on home leave.

Mr. A. O. Lemercler, second engineer officer, Wenchow, has gone second engineer officer, Wuchang.

Mr. A. Orr, second engineer officer, Wusueh, has gone sup'y second engineer officer, Wanhien.

Mr. H. Malmgren, second engineer officer, Spikings, has gone sup'y second engineer officer, Wanhien.

Mr. W. H. Spurr, second engineer officer, Wenchow, has gone second engineer officer, Sinkiang.

Mr. E. Sweet, second engineer officer, from home leave, has gone second engineer officer, Wosung.

Mr. J. W. Haykrize, third engineer officer, Wusueh, has gone acting second engineer officer, the same ship.

Mr. J. F. Hume, sup'y third engineer officer, from in transit, is on short leave.

Mr. A. T. M. Young, Jr., third engineer officer, Wusueh, has gone third engineer officer, the same ship.

Mr. J. F. Fry, third engineer officer, Tungchow, has gone 1st third engineer officer, Wusueh.

Indo China S. N. Co.

Mr. J. W. Stoneham, chief officer, Tuckow, is on reserve.

Mr. P. J. Jordan, chief officer, Siangwo, is on short leave.

Mr. R. Schofield, chief officer, Siangwo, has gone chief officer, Siangwo.

Mr. E. S. Howard, second officer, Tingsang, has gone acting chief officer, Siangwo.

Mr. J. Nicol, third engineer officer, Paowu, is on reserve.

Mr. H. Swaine, from short leave, has gone third engineer officer, Paowu.

China Merchants S. N. Co.

Capt. Y. S. Wong, from short leave, has gone command, Kien Kuo.

for many years their deputy chairman.

Winners of the Yates Thompson drawing prizes at Harrow are the donors, with Captain Basil Goto and the late Lord Northbourne, of Sir Francis Grant's on which the wreath is composed of fir-sprays and comes, the badge of his clan. In the corners of the shield appear the medallion worn by the P.R.A. and the symbols of his artistry. Lord Shaftesbury's panel has been given by Lord Mount Temple, who is a grandson, and by Old Harrovians who, like the great reformer, are alumni of Christ Church, Oxford.

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DB1207—THE PHANTOM BRIGADE ...

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NEW ADVERTISEMENTS

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LOST CERTIFICATE No. 10166

NOTICE IS HEREBY GIVEN that Certificate No. 10166 for 200 shares numbered 786487/786896 registered in the name of BEATRICE MARY SMYTH has been reported LOST OR MISLAIN and NOTICE IS HEREBY GIVEN that, unless the said Certificate is produced at the Registered Office of the Company within THIRTY DAYS from the date of this Notice, the aforesaid Certificate No. 10166 will be deemed CANCELLED AND OF NO EFFECT and an application to the Company for the issue of a new Certificate in respect of the said shares will be proceeded with in the usual course.

For THE CHINA LIGHT & POWER CO. (1919) LTD.
NOEL BRAGA,
Secretary.
Hong Kong, 29th March, 1934.

NOTICE.

WE have to-day admitted Messrs. Harold John Armstrong and Ralph Archibald Wadson as partners in our firm.

DEACONS,
Solicitors,
1, Des Vaux Road Central.

Hongkong, 1st April, 1934. [2417]

NOTICE.

THE interest and responsibility of Mr. Shi Yu Man in our firm ceases as from this date.

BENJAMIN & POTTS,
Hongkong, 31st March, 1934. [2414]

NOTICE.

MR MAURICE MURRAY WATSON has been admitted a Partner in our firm as from the date hereof.

JOHNSON, STOKES & MASTER
Hong Kong, 31st March, 1934. [2419]

NOTICE.

MR. W. A. CORNELL, F.R.I.B.A., F.S.I., Chartered Architect, Surveyor, and Civil Engineer, will practice on his own account at The Hong Kong Stock Exchange, 1st Floor, Hong Kong, as from May 1st, 1934. Temporary address during April, Alexandra Building, Second Floor, Room No. 7. [2415]

NOTICE.

NOTICE is hereby given that Mr. William Arthur Cornell has by mutual agreement retired from the firm of Messrs. Palmer & Turner, as from the 31st day of March, 1934, and that his interest and responsibility therein ceases as from that day.

By agreement with Messrs. Palmer & Turner, Mr. W. A. Cornell will practice as an Architect and Surveyor on his own account.

Dated this 1st day of April, 1934. [2413]

HONG KONG SHAREBROKERS' ASSOCIATION.

WE are moving to our Building, No. 7, Lee House Street, as from the 31st March, 1934.

C. A. L. RICKETT,
Secretary. [2409]

YAMASHITA KISEN KAISHA AND DAIREN KISEN KAISHA

NOTICE.

THE Hongkong Office of The Yamashita Kisen Kaisha having been withdrawn and closed at the end of March, have at the same time appointed The Dairen Kisen Kaisha (Hongkong office) their Sole Agents in Hongkong. On and after the 1st April 1934, all communications for The Yamashita Kisen Kaisha should be addressed to the Hongkong Office of The Dairen Kisen Kaisha, at St. George Building, 3rd Floor, or Dial Telephone No. 20872, when the same will be attended to promptly.

YAMASHITA KISEN KAISHA DAIREN KISEN KAISHA. [2416]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Third Extra Race Meeting, to be held on SATURDAY, the 14th APRIL, 1934 (weather permitting) may be obtained at the Secretary's Office, Gloucester Building, The Club House, Happy Valley; the Hong Kong Club; the Sports Club; and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on THURSDAY, 5th APRIL, 1934.

By Order.

C. B. BROWN, Secretary. [2418]

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Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4

The Daily Press.

HONG KONG, APRIL 3, 1934.

CROMWELL AND TO-DAY

Singular and illuminating is the fact that while much of the world was honouring the quarter-century of Martin Luther, elaborate and detailed attacks were made upon the character and achievements of Oliver Cromwell, whose maintenance of the spirit of Protestantism in seventeenth-century England was a cardinal contribution to the modern world. It is noticeable that the opponents of progressive social legislation particularly when this legislation is of a restrictive nature, frequently describe it as Puritanical. A prevalent type of unalloyed thought is thus prejudiced from the outset against this kind of legislation, because the term "Puritanical" tends to convey something forbidding and unlovely—opposed to all reasonable enjoyment and beauty. This substantially inaccurate conception of the Puritan outlook is steadily fostered by the present movement that seeks to belittle the character of typical Puritans like Cromwell, a proper idea of whom therefore becomes strictly relevant to current social problems. The immediately important aspect of the latest attacks upon Cromwell is the implication which several able and responsible writers like Mr. A. P. Herbert, Sir John Squire and Mr. St. John Ervine frequently put forward, to the effect that all habits of thought which in any measure belong to the general Puritan tradition of England and New England are inimical to culture and art, and are therefore, from the point of view of civilization, retrogressive.

This is an unfortunate error, because it tends to set up an entirely false antithesis between morality and culture, and enables many abuses to flourish under a sham plea of liberty. It lies behind such things as the ruling not long ago of a New York official, that salacious theatrical performances would be permitted if they were to promote art, but not if they had only a profit motive. The Cromwellian, the Puritan, the Protestant view of art is, in fact, neither more nor less than the view entertained in all the ages by the greatest artists. It is the view that art is an important aspect of existence, but that the final criterion of its excellence is the contribution that it makes to life as a whole. The life of the poet, says Milton, should be in itself a poem, and art is beautiful exactly in so far as it makes for beautiful living.

That anything which contributes nothing toward the good life should be restrained from growing rampant under the excuse of liberty and art is not, as is often suggested, a narrow, uncultured Puritan doctrine, scoffed at by the emancipated and free. It is a doctrine that was expounded in specific terms by Plato, who is regarded by many as the greatest of Greek writers, a doctrine categorically reaffirmed by Mr. G. Bernard Shaw. It is a doctrine which has received the assent of Spenser, Milton, Shelley, Ruskin, Carlyle, and many other ornaments of English literature.

That it has been sometimes perversely applied is no argument against its essential truth, and many feel that the efforts to discredit it which are the ultimate aim of attacks upon Puritan tradition and Puritan characters form a challenge which should not be ignored.

CHINA'S NEW CONSTITUTION

Officials Provided With Draft

(From Our Special Correspondent)

Canton, April 2. High officials here were provided to-day with a draft copy of the new constitution prepared under the direction of Mr. Sun Fo, President of the Legislative Yuan, and a batch of legal experts headed by John C. H. Wu.

The draft copies were sent down through Mr. Wu Shang Ying, a member of the Legislative Yuan, who while passing through Hongkong showed the draft constitution to Mr. Hu Han Min, Mr. Wu said that Mr. Hu Han Min is sympathetic with the contents of the document.

According to this Nanking official, Mr. Sun Fo is still staying between Shanghai and Nanking and has no intention of coming South yet. His adherents, General Chang Wei Chang, General Chen Hing Yung and Admiral Chen Chak are still living in Shanghai without substantial posts. Mr. Wu also denied that there is any attempt in Nanking to oust Mr. Wang Hing Wei as President of the Executive Yuan.

The draft constitution, it is understood, provides for a president who is given wide executive power and administrative duties. According to those in close touch with Mr. Hu Han Min, General Chiang Kai Shek will be the first president under the new constitution.

In the course of the Republic, three constitutions were proclaimed and later sent to the junk heap, owing to the desire of the military chiefs to rule without the constitution which was not well balanced among the executive, judicial, and legislative powers.

OBITUARY

Edward William Pou

Washington, April 2. The death occurred yesterday of Mr. Edward William Pou the oldest member of the United States House of Representatives.—Reuter. Born on September 9, 1863, at Tuscegee, Alabama, Mr. Pou was admitted to the Bar in 1885, and became Presidential elector in 1888. From 1890 to 1901 he was solicitor of the Fourth Judicial District. He was a Democratic member of the 57th to Congresses from 1901 to 1925, representing the Fourth N. C. District.

MRS. THOMAS HITCHCOCK

Aiken, S. Carolina, Apr. 2. The death occurred to-day of Mrs. Thomas Hitchcock, mother of the international polo player.—Reuter.

CANTON DAY BY DAY

(From Our Special Correspondent)

Canton, April 2. Passengers and mails for Shanghai by air line can reach there in one day instead of staying overnight at Amoy. Under the new time table, the first plane of the C.N.A.C. will leave Shanghai at 6 a.m. to-morrow and will reach here at 5.40 p.m. via Wenchow, Foochow, Amoy and Swatow. The passenger plane will fly South on Tuesdays and Fridays and return north on Thursdays and Sundays. After taking off here at 6 a.m. the plane will reach Shanghai at 5.40 p.m. via the usual coastal ports.

Air-mails from Hongkong can be posted there on the previous day and forwarded to this city to catch the plane leaving on Thursdays and Sundays.

BAZAAR OPENS AGAIN

The Native Goods Bazaar is open again under the auspices of the Municipal Bureau of Social Affairs. It will last three months, so that everyone in Canton will have a chance to visit it and buy the inexpensive but attractive goods on display.

Over one hundred different kinds of goods are exhibited. Most of them were manufactured at Shanghai, and others were produced locally. During lunch hour to-day, a good number of people visited the bazaar, located at Shing Wong Temple on Wat U Road Central.

FUNDS FOR N.E. VOLUNTEERS

A sum of \$6,500 was collected by the Association for the Support of the North-east Volunteers and will be remitted shortly to the Chinese forces in Manchuria. This amount represents the dues payable in 1933.

This sum is not the total amount for last year, and further collection is undertaken by the guilds on the various shops.

MR. LO WEN KAN

Canton, April 1. Mr. Lo Wen Kan, former Minister for Foreign Affairs and now Minister of Judicial Administration, has left here for Hong Kong en route to Nanking to resume his judicial duties. He stayed here for over three months in order to attend the marriage ceremonies of his daughter and son.

Minister Lo resigned the portfolio of foreign affairs owing to his disagreement with Mr. Wang Ching Wei, President of the Executive Yuan, on policy towards Japan. Prior to his coming to Canton, Minister Lo took a flying trip to Sinkiang to investigate the conditions there and the dispute among the provincial militarists.

TANG SHAO YI

Mr. Tang Shao Yi, magistrate of Chungshan District and member of the South-west Political Council, will arrive here to-morrow from Chungshan to preside over the Council's meeting on next Tuesday. He is urged to return to Canton in view of Nanking's insistent demands to establish a branch Military Affairs Commission here. Mr. Tang is requested to come to Canton to express his views on the matter.

SUN FO MAY ALSO COME

It is reported that Mr. Sun Fo is tired of making laws in Nanking and is looking for a suitable appointment here. As President of the Legislative Yuan, he has promulgated many laws including the latest draft constitution.

If Mr. Wang Ching Wei resigns Ching Wei, President of the Executive Yuan, Mr. Sun may be appointed his successor. If there is no such opening, Mr. Sun prefers to return here.

ANOTHER LUXURY LINER

Franconia's Tenth World Cruise

The Franconia, famous 20,000-ton luxury ship of the Cunard Line, arrived in Singapore on Friday on her tenth round-the-world voyage. There were 299 tourists on board, including many prominent American, English and Canadian personalities.

The Franconia is fitted with every imaginable device for the comfort of her passengers. Large and roomy cabins with bathrooms attached accommodate the world travellers, who have ample deck space to pursue those customary sporting events which form so important a part of life during a long journey by sea, spacious and luxuriously appointed state rooms, music rooms and palm courts in which to spend their evenings.

Special sight-seeing trips round the island were arranged, and the tourists assembled at noon for lunch at Raffles Hotel. In the night a special ball was given at Raffles and was largely attended. There is probably only one of the Franconia's passengers who will leave Singapore with unpleasant memories. She was an elderly American lady who had the misfortune to be thrown out of her stateroom while returning to the ship. The risk, it appears, swerved in the way of a motor lorry with the result that it was knocked over sideways. The passenger was picked up by some European motorists who conducted her back to the ship rather shaken but not seriously injured.

Attached to the ship's crew is Mr. Hendrik Willem Van Loon, Dutch-American artist and lecturer, who has made many interesting sketches during the voyage. Miss Helen Hoffman, also an artist, came ashore with her sketch-book and spent some time sketching various scenes in the city.

Personalities On Board

Mr. Daniel Bacon, well-known personality in American shipping circles, is another of the Franconia's passengers. Mr. Bacon is president of the West India Steamship Co. which, he said, had been hard hit owing to the trouble in Cuba. Most of the shipping trade was suffering from the effects of the slump, but thanks to Government assistance the mail lines were not so badly off.

Among others on board are Mr. Eugene O'Brien, well-known movie actor, Miss Maurine Watkins, journalist and author, Mr. and Mrs. Roscoe Mathews, organisers of the International Amity Society of Canada and the U.S.A., Milly Metzenberger, portrait artist, Mrs. James Oliver Curwood, wife of the

famous author, Count Jacques Pastre of France and his wife and brother, Mr. and Mrs. R. P. Butchart of Victoria, B.C., and Mr. Chauncey J. Hamlin.

Mr. and Mrs. Butchart are among the most popular of Canadian society leaders. They have entertained the King of Siam at their beautiful home.

Mr. Hamlin, a prominent citizen of Buffalo, N.Y., is interested in museums and was for six years president of the American Association of Museums and is at present president of the Buffalo Society of Natural Science.

NEW BUSES IN SHANGHAI

Similar To London Double-Deckers

Shanghai, April 2. Comparing favourably with the London type of double-decker, Shanghai's new buses made their first appearance in the streets of the International Settlement yesterday.

Besides drawing immense crowds of curious Chinese at every bus halt, they were packed during the entire day.

The bodies of the machines, which were locally constructed, have a seating capacity for 75 passengers.—Reuter.

THE TONGSHAN SITUATION

Another Strike Causes Complications

Tientsin, April 2. The Tongshan situation has become complicated by a strike at the Huanshan Cotton Mill where a thousand Kallan and cotton strikers surrounded the Luanfeng Administrator's office and presented demands and did not disperse before dusk.

The cotton strikers have enrolled in a new labour body organised by Chao Tse Hung and others who are alleged to be friendly to the so-called Manchukuo.—Reuter.

LOCAL AND GENERAL

Mr. M. M. Watson has been made a partner of Messrs. Johnson, Stokes and Master, Solicitors.

Mr. H. J. Armstrong and Mr. R. A. Wadson have been admitted partners in the legal firm of Deacons.

Mr. W. A. Cornell has retired from the firm of Messrs. Palmer and Turner, architects, and commenced his own practice.

A literary competition is being staged by the St. Andrew's Club during the coming month, the subject being Dickens' Pickwick Papers.

The Law and Commerce Society of the University of Hongkong will hold their annual dinner at Lane, Crawford's restaurant next Saturday.

Among visitors at present in the Colony is Rear-Admiral H. J. Feakes, C.B.E., Royal Australian Navy (retired) who is staying at the Peninsula Hotel together with Mrs. Feakes.

It is notified for general information that the China Congregational Church situated at No. 5, Ladder Street, has been licensed by His Excellency the Governor to be a place for the celebration of marriages.

Bankruptcy notifications state that a fourth and final dividend of 50 per cent. has been declared in the case of Jose Augusto Lopes, clerk; and a first dividend of 30 per cent. in the case of Mario Rocha, clerk.

According to a Police report, a quantity of clothing and jewellery valued at \$121 was stolen between March 31 and April 1 from a room on the first floor of the French Hospital. The stolen articles were the property of Mrs. Stewart.

Sometime between 9 p.m. on Saturday and 8 a.m. on Sunday, some person cut the glass of a window of 218, Queen's Road Central and extracted a telescope.

23 fountain pens and twelve pencils, to the total value of \$53.

The Street Sleepers Society brought their term of voluntary winter service to a close on Saturday night after the usual crowd of cold and homeless Chinese had been washed and housed for the night.

Mrs. Stewart of St. Paul's Hostel, has reported to the police that at 10.15 a.m. on Saturday some person entered a room on the first floor by means of a door which was left open and stole clothing and jewellery to the value of \$121.

Mrs. A. V. Harvey, who returned to the Colony on Saturday, has reported to the police the loss of a string of 160 pearls with diamond clasp somewhere between the Conte Rosso, from which she disembarked on its arrival in port, Blake Pier and her residence at 522, The Peak, Magazine Gap.

In connection with two daring robberies which were committed on money changers' shops in Yaumatei on March 11 and 18, six Chinese were arrested on Sunday.

Two revolvers, an automatic pistol, and eight rounds of ammunition were found on the men at the time of their arrest.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter vacation, except on public and general holidays, when the offices will be entirely closed. The Easter vacation begins on the 30th day of March, and terminates on the 5th day of April (both days inclusive).

The destroyers Witch, Veteran, Whitshed and Wren, the flotilla leader Bruce and the sloop Hildesheim, Sandwich and Folkestone, were their paying-off pennant yesterday morning prior to recommission. The crews will transfer to the troopship Somerschaire and will be replaced by reliefs brought out from Home on the Troopship.

NEWS SUMMARY

His Excellency Monsignor Mario Zanin and the three Chinese priests who were ordained on Sunday were presented with addresses at a reception held at Wah Yan College last evening. Page 7.

As usual our weekly motor supplement is given on page 2, where "Owner Driver" discusses the question as to whether a cold engine should be warmed up slowly. Page 2.

Cinema news, with accounts of the current pictures at the different theatres will be found on Page 5.

The wireless programmes for to-day, broadcast from ZBW (Hong Kong), KZRM (Manila and Davao) is published on Page 4.

The diary of local events will be found on Page 4.

Our financial notes in this issue include a comment on the Shanghai Market and is given on Page 13.

The A. P. C. Mess, Swatow, was the scene of a jolly party last week when a farewell party was given to "John." A full account of this will be found on Page 7.

Reuter comments on the bright prospects for the future, with Great Britain's financial year being brought to a close so successfully. Page 9.

Despite the rain, there was quite a large crowd at the Races yesterday which opened with Mr. Gilbert Harriman paying a handsome dividend when he brought Prima Donna home first in the initial race of the day. An account of the racing, together with the winning numbers in the sweeps will be found on Page 1 & 10.

"From the Gazette," our weekly feature giving extracts from the Government Gazette is published on Page 7.

The final of the International hockey encounter between India and England was played on the Marina ground yesterday and resulted in a drawn game of two goals all after a brilliant 70 minutes play. Page 11.

The Eagle Concert Party gave a brilliant concert at the European Y.M.C.A. last night before a well filled hall. Page 12.

Wales yesterday won the Sunday Herald International Charity Cup Page 10.

"AC-AC" GUNS FOR CHANGI

New Troops Arrive By P. & O.

Rumours current last week that the military garrison at Singapore would shortly be strengthened were confirmed when the 13,000-ton P. and O. liner Balaclava, ordinarily on the England to Australia run via Colombo, made a surprise call at Singapore last Friday to disembark seven military officers and approximately 300 men.

The vessel left Liverpool on February 24 and, as far as can be ascertained this is the first time she has been used as a troopship; moreover the fact appears to have been kept a strict secret.

It is stated officially that no armaments for Malaya were carried by the Balaclava.

Apart from a few details for the Royal Engineers, Wiltshire Regiment, Royal Army Service Corps and Royal Army Ordnance Corps, the men landed were all anti-aircraft gunners.

There is only one Anti-Aircraft Battery at Singapore at the moment, the 7th. This is stationed at Blakang Mati. The new men are to bring this battery up to full strength and to form the 11th Battery, making up the 3rd Anti-Aircraft Brigade.

The seven new officers are attached to the 11th A.A. Battery. They are Major R. C. M. Wrales and Lieut. Murphy, Ruff, Chestnut, Bighan, Collingwood and Ryan.

The 11th A.A. Battery will be stationed at Changi.

According to the January Army List, the Royal Artillery is represented at Singapore by the 7th Heavy Brigade, consisting of the 11th and 22nd Heavy Batteries and the 7th A.A. Battery. There is also the Hong Kong-Singapore Heavy Battery on the establishment. The R.A. will now be composed of a Heavy Brigade and an Anti-Aircraft Brigade.

R.A. headquarters are at Fort Canning.

INSULT TO BE EXTRADITED

American Request Agreed To

Istanbul, April 2. The Turkish Government last night approved the United States demand for the extradition of Mr. Samuel Insull, the former utilities magnate, who is wanted in America on charges of fraud.

He will be handed over to the American authorities here.

An earlier message intimated the probability of Insull's extradition, following his landing from the Greek steamer s.s. Malotis, yesterday afternoon, for questioning by the Third Penal Tribunal.

An error of the court interpreter was responsible for denying that Insull was an American citizen, but it is now clear that the Tribunal found that he was an American. They also ruled that the crime of which he is accused is not political or military, but a common crime.

The Tribunal told Insull that he was free as far as the tribunal was concerned, but that the dossier would be remitted to Ankara, where the Cabinet would decide whether or not to accede to America's request for extradition.—Reuter.

MORE INDUSTRIAL SITES

Great Western R'way And Factories

When Great Britain abandoned the gold standard in 1931 she promptly improved her economic position. Later on, when tariffs were adopted as a measure of protection for British industry, a further impetus was given to British trade. One result of these two changes was that manufacturers, both British and foreign, began to consider the question of building more factories in the United Kingdom. Large numbers of applications for suitable sites were received by agents in many parts of the country. It was expected that the force of this new impetus would soon be spent; but apparently it lasted throughout 1933.

According to figures recently published by the Great Western Railway Company, 359 applications for information concerning factories or factory sites were received by the Company last year. As a result, 66 manufacturers decided to establish factories on the Great Western Railway system. The industrial North of England is not served by this railway company, so that these figures only refer to a part of England, and, although there has not been the same keen interest displayed in other parts, the full figures for the whole of the country would make an impressive total. Of the applications received by the Great Western Railway ninety per cent. were for accommodation in the Greater London area, particularly in the western suburbs. This is attributed largely to the availability of cheap lighting and power, proximity to a large population, and the cleanliness and brightness of the localities due to the use of electricity instead of raw fuel. The new factories cover anything from a few thousand square feet to several acres, and the commodities range from toys to transformers.

SINO-BRITISH MINING DISPUTE

Hope Of An Early Settlement

Nanking, Mar. 24. With reference to the Sino-British mining dispute in Yunnan, it is reliably reported that the National Government has presented a proposal for an early settlement of the Yunnan-Burma boundary in order to avoid further complications.

In the meantime, it is understood that the British Government has replied to the Chinese protest; the reply claiming that the place where mines are exploited by the British interests is not within the Burma boundary, and that the British had not crossed the boundary as alleged by the Chinese Government.

It is understood that pending negotiations, the Ministry has ordered further investigations to be made in the district under dispute.—Kuo Min.

REVIVAL OF SWARAJ PARTY

To Contest At Next Elections

New Delhi, April 2. The All-India Swaraj Party, which has been in abeyance, will be revived to fight at the forthcoming elections for the Legislative Assembly, according to the decision of the Congress Party, which is holding a conference here.

A provisional committee has been appointed to draw up a constitution and a programme of work to implement the country's mandate.

Other aims of the party are to get all repressive laws repealed and to reject the proposals contained in the White Paper.—Reuter.

A HITLER CONVERT

Karl Severing Explains

Berlin, April 2. Karl Severing, the last Socialist Democratic Minister of Interior for Prussia has become a Hitlerite, "because Hitler is a republican."

My Way to Hitler, is the title of a book about to be published in which Severing alludes to his forcible ejection from the Ministry by his own police officers, but in which, he says the depth of my heart always sympathised with Hitler.—Reuter.

HOUSING IN GLASGOW

£12,000,000 To Be Spent In Five Years

Glasgow Town Council is to spend about £12,000,000 on housing in the next five years.

At a meeting of the Housing Committee to-day a letter was read from the Secretary of State for Scotland urging the corporation to hasten their five-year housing plan by adding 7,000 houses for slum-clearance purposes. Already the corporation has agreed to build 20,000 houses; 2,000 to replace slums and 12,000 to abate overcrowding, within the next five years.

The committee to-day agreed to increase, as far as possible their maximum to meet the suggestion made by the Secretary of State.

Already ground has been acquired for 13,000 houses, and the plans for almost 8,000 of these have been approved.

SINGAPORE TENNIS

Last Eight In Championship

Singapore, Mar. 27. Three newcomers to Singapore—C. N. Reed (the F.M.S. cricketer), Flight-Lt. Davis and Yust de la Paislerie—are among the last eight in the championship singles event in the S.C.C. lawn tennis tournament. Reed meets Demeny on Thursday. Davis meets Wise to-morrow, the winners of these matches going into the semi-final with, it is to be expected Roy Smith, who meets Fuller on Thursday.

Results yesterday were:

Roy F. Smith beat J. P. de C. Hamilton, 6-1, 6-4.

O. Fuller beat R. N. Jack 6-0, 6-0.

F. L. E. D. H. Davis beat W. H. Day 6-2, 8-8.

C. N. Reed beat D. E. L. Anderson, 4-6, 6-3, 7-5.

M. G. Yust de la Paislerie beat S. Grimberg 6-3, 3-6, 6-4.

U.S. BID FOR CHINA MARKET

Bills For Higher Silver Prices

An important move to subsidise the export of American agricultural products and to raise the world price of silver was made for the Coinage Committee of the House of Representatives. The committee approved Bills authorising the U.S. Treasury to pay 25 per cent. above the market price for silver shipped to the United States in payment for agricultural commodities, and also to purchase 1,500,000,000 ounces of silver at market prices.

A section of American opinion has long urged that a rise in the value of silver would increase the power of silver-using countries, such as China and India, to buy American products, especially farm commodities.

A BRIGHTER OUTLOOK

Britain's Sound Finances

London, April 2. The results of the financial year indicate that when the Chancellor of the Exchequer makes his Budget statement on April 17, he will have a sufficient margin of revenue to restore all the pay cuts, reduce income tax by 10 per cent, remove the increase of 10 per cent in the surtax and restore the cuts in unemployment benefit provided he makes new arrangements for the repayment of the unemployment fund debt.—Reuter.

RELIEF EXPECTED

London, Apr. 2. The brightest hopes for ten years is the gist of the newspaper welcome to the Chancellor's surplus. The Press generally anticipates some relief will be given to all sections of the community who bore sacrifices caused by the crisis in 1931.—Reuter.

RAYON TRADERS OPTIMISTIC

Amazing Price Difference With European Product

Japanese rayon traders are optimistic of their future business with Britain and the Dominions. Even if tariff barriers are raised, they hope the low cost of production will enable them to maintain their present position. Any loss can easily be made good with gains in other markets.

February exports totalled £7,237,000, an increase of £2,872,000 over the corresponding period of last year. Geographically speaking, though shipments to India showed a slight loss, a heavy increase was seen in shipments to Hong Kong, England, Canada, Egypt, East Africa, South Africa and Australia. As already reported, many traders here have been receiving term contracts for as long as one year from Australia. They are mostly booked to August. In the past year or two, import duties have been raised in Egypt, India, Canada, South Africa and other important countries, and Australia is the only country keeping the old duty. The above headway in such circumstances is surprising. Japanese traders attribute this to the low cost of production.

Plain rayon habutae 27 inches wide costs 15 or 16 sen per yard in Japan. India imposes a duty of four annas which corresponds to 32 sen. Together with freight and other charges, Japanese cloth 50 sen or 64 annas per yard. On the other hand the British product costs one rupee eight annas (£1.18) and Italian product 12 annas (96 sen). There is still ample room for Japanese traders favourably to compete with these suppliers even if a tariff increase is effected.

Furthermore, rayon exports to Kwantung province (leased territory), Siam, the Dutch Indies, the Near East and Latin America have been mounting.

THACKERAY'S LETTER ON JANE EYRE

Sale At Sotheby's

The most important collections of letters, books, and manuscripts by Thackeray and Rudyard Kipling that have been seen in the salerooms for many years were put up for sale at Sotheby's March 28 and 27. The prize of the Thackeray rarities is his famous letter to W. S. Williams, Reader to Smith, Elder, praising Jane Eyre. "Who the author can be I can't guess— if a woman she knows her language better than most ladies do, or has had a classical education. Else I thought it was Kingslake for some time. . . . Some of the love passages made me cry to the astonishment of John, who came in with the books. It is a woman's writing, but whose? Give my respects and thanks to the author, whose novel is the first English one that I have been able to read for many a day." This praise came at a time when the reviewers were handling Jane Eyre roughly; Thackeray certainly "greeted the unseen with a cheer."

The letters cover every possible subject, including one to the Committee of the Reform Club in 1859 suggesting "besides the suburban apartment where hats and coats are at present deposited, might not some hat-peg be placed in the hall for the convenience of members of the club?" I fancy those hat-pegs have not yet been placed there. The manuscripts include an MS. leaf of "Vanity Fair"

PLOT AGAINST TIBET REGENT

Tashi Lama To Return By Sea

Calcutta, April 2. The Tibetan Government deputation is leaving for China to-morrow by the steamship Kulsans.

It is rumoured in Tibetan circles that the Tibetan National Assembly telegraphed the Tibetan Government agent at Kalimpong stating that the life of the present regent is being threatened asking the deputation to proceed by sea route to China thus avoiding all possible delay in returning as early as possible to Tibet with Tashi Lama.—Reuter.

NEW ROAD THROUGH GLENCOE

£500,000 Scheme Nearly Completed

(Special Air Mail Service) Edinburgh, Mar. 17. Work is now almost finished in connection with the tarpapering of the last stretch of the new road through Glencoe, and it is practically certain that the new highway will be ready for motor traffic during the next ten days or a fortnight.

The new road runs from Cyntrum to Ballachulish, through the historic glen of Glencoe, and the last portion to be completed is a stretch of under a mile on Rannoch Moor. Over the thirty-two miles of its extent the road has cost £500,000 and has taken six years to construct.

FAMINE FLOOD REFUGEES

Official Total 65,665,170

Shanghai, April 2. It is officially announced that the famine flood refugees in China total 65,665,170; Honan heading the list with 13,116,115 and Kiangsu with 6,552,000.—Reuter.

THE ARREST OF MR. LI YEN

"Quite Unjustified And Improper"

The text of the letter of apology sent by the Singapore Inspector General of Police (Mr. H. Fairburn) to the Consul-General for China (Dr. Philip Tsau) over the arrest of the Chinese Vice-Consul outside the Great World is as follows:

"With reference to our discussion on the subject of the recent arrest of the Vice-Consul, Mr. Li, by a constable of the Straits Settlements Police, I am compelled to admit, and freely do so, that the arrest was completely unjustified and improper and in any case was an act of extreme discourtesy to a representative of the Consular body. The fact that the act was committed by an Asiatic subordinate does not relieve me personally of any portion of my responsibility for the improper arrest nor can it lessen the resentment which you and your community must feel.

"I trust, therefore, that you will accept this expression of my sincere regret that Mr. Li should have been subjected to such outrageous discourtesy and been placed in such an undesirable position of public notoriety.

For his officiousness and misconduct it is possible that the Malay constable will be dismissed.

Mr. Li Yen, it will be recalled, was leaving the amusement park with his wife and daughter, when his chauffeur, a Chinese, complained to him of the treatment he had received from a Malay policeman.

Mr. Li approached the policeman and demanded an explanation. The constable took both Mr. Li and his chauffeur to Havelock Road police station. Mr. Li was not allowed to proceed home until some time later.

Dr. Tsau told the Free Press that when the matter was reported to him he had only two courses open to him. The first was to make official representations to the Colonial Secretary and the other was to approach the police authorities directly.

He adopted the latter course fully confident that the matter would thus be amicably settled. He was completely satisfied at the expeditious manner in which the police had dealt with the matter.

and a leaf of "Esmond," and the drawing for the second plate of "Vanity Fair."

PROVINCIAL BANKNOTES

Gradually Recovering Value

(From Our Special Correspondent)

Canton, April 1. Provincial banknotes are gradually recovering their full value and to-day they are quoted at 92.5 cents per dollar. This upward tendency is a source of relief to merchants whose business is badly affected by the depreciation of the government banknotes.

The principal cause for the depreciation is that there is a lack of sufficient cash to meet the payment of all provincial notes, but the Provincial Department of Finance requires all payments for taxes in the interior to be made by banknotes. Therefore the notes for the first time, go outside of Canton, and their value jumps up by two or three points.

By closing many of the money shops the Government has dealt a death blow to speculators who often brought havoc to the paper money by pushing down their value with the aid of alarming rumours. Over 140 money shops were closed because they were not doing legitimate business but dealing in paper currency by margins. These shops are not allowed to reopen, and their menace is over.

The return of General Li Chung Jen, Commander-in-Chief of the Fourth Group Army, has also a stabilising effect on the government notes, as his presence here is an indication of the co-operation of Kwangtung and Kwangsi. The report that General Li is backing Nanking in the South-west Political Council is incorrect, for the general is in favour of the present political status of the South-west.

General Chang Yam Man, Chief of Staff of the 4th Group Army to-day denied that General Li will soon see Mr. Hu Han Min in Hong Kong or that the Kwangsi command will send another division to the Kiangsi front. There are sufficient troops to cope with the Communists in Southern Kiangsi, he added.

TO BE ABOLISHED

Czechoslovakian Consulate In Shanghai

Nanking, Mar. 24. It is reliably learnt that the Czechoslovakian Consulate at Shanghai will be abolished. Mr. Robert Feltzner, Czechoslovakian Minister to China, is understood to have received instructions from his Government to take over charge of affairs of the Consulate following its abolition.—Kuo Min.

PINCHIN JOHNSON HIGHER PROFITS

(Special Air-Mail Service)

London, March 17. Last year's activity in the building trades is plainly reflected in the accounts of Pinchin, Johnson & Co., the well-known paint and varnish manufacturers, for the company has more than made good the 20 per cent. drop in earnings sustained in 1932. Gross profits have expanded from £220,000 to £250,958, while, thanks to a reduction of £20,000 in the tax provision, the net figure has risen by £49,958 to £207,958.

Thus, although the improvement did not develop until "well into the middle" of the year it has enabled the board to raise the final payment from 7 1/2 p.c. to 9 p.c., and thereby to maintain the total distribution at 15 p.c. In 1932 the dividend was short-earned by £48,662; this year it is covered with £1,277 to spare, which raises the carry-forward to £48,330.

The report suggests that even these very reassuring figures do not fully reflect the recovery which has taken place, for expansion has occurred in the overseas as well as in the domestic business, and subsidiaries' earnings have "substantially" exceeded their distributions. Thanks to the establishment of factories abroad, the company has been largely immune from the crippling effects of tariffs and quotas, and intends further to develop this policy. Meanwhile, the current year's sales indicate that the improving trend is continuing, and the board views the future "with confidence." At 35 1/2 the Ordinary shares yield just over 4 1/2 p.c.

ANTI-GOD DEMONSTRATIONS

Held On Huge Scale In Russia

(Special to "Hong Kong Daily Press") (By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 2, 7.30 p.m.)

Moscow, April 2. Easter in Russia has been marked by one of the greatest onslaughts on religion yet seen under Soviet rule. The Godless campaign was started on Good Friday by members of the Militant Godless Society and was carried on with increased intensity on Holy Saturday and on Easter Sunday, the Russian Churches' greatest festival.

Special anti-religious flags—white with a hammer and sickle in red—were flown from Good Friday till to-day.

Over one million men, women and children have been mobilised and are acting to prevent any Christian celebrations and anyone found observing the old Easter customs by special Easter services or by decorating their homes with palms will be reported and spies were also kept to watch on church steps.

Millions of posters were distributed bearing the following slogans, "Away with this nonsense," and "Russians who still ape the habits of bankrupt capitalists, churchgoers and those who believe in God have no right to live in a Communist state."—Transocean Kuo Min.

ANGLO-GERMAN CAMP

(Special to "Hong Kong Daily Press") (By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 2, 7.30 p.m.)

Koenigsberg, April 2. The Anglican faculty of Koenigsberg University is planning a German-English Academic Camp in its home on the Baltic near here from July 30 to August 22.

Students and teachers of both sexes who speak German and English will meet here both for study and physical work.—Transocean Kuo Min.

TRANSPORTATION BY AIR

Advantages Stressed By Mr. Lin

(From Our Special Correspondent)

Canton April 2. Advantages of aerial transportation were explained to Press representatives here by Mr. Henry H. Lin, special representative of the China National Aviation Corporation, at a tea party held at the Man Yuen Restaurant at 1 p.m. to-day.

Over one hundred newspaper men were present including several correspondents for outposts and foreign papers. Tea, Chinese pastry, pies and dumplings were served. Between sips of tea, Mr. Lin assured his guests that travel by air means speed, comfort, and safety.

To give some idea of commercial flying to the local public, the China Aviation Corporation will invite leading personages to take an aerial flight on April 4 at 10 a.m. aboard the Sikorsky 17 Z, which will take off from the Pearl River at Nam Shek Tou. Among the persons invited are Generals Chen Tsai Tong, Li Chung Jen, Mr. Lin Yun Kai, Chairman of the Provincial Government, and the four provincial commissioners, commanders of the navy and air force, and Mr. Joseph W. Ballantine, American Consul General.

The amphibian plane will be piloted by Mr. Robert Gast, who will distribute leaflets, rousing the air-mindedness of the people in Canton. Eighty parachutes will be dropped, and any one who picks up a parachute can send it to the local office of the Corporation and will receive a prize in air mail stamps.

A camera-man will board the machine and take motion pictures in the sky which will be shown in all the local theatres. Two prizes will be offered by the company for essays on commercial aviation by students, and winners will be given a 1st prize of a free trip to Shanghai and return and 2nd prize of free trip to Swatow and return.

Sometime next week, the Corporation will invite leading newspaper men for a free trip aboard its plane in order to demonstrate the speed and comfort in air travel.

and A. Herd jun. (scr.) 9 up
Broxbourne II: Mr. E. C. Thurlay (8) and H. C. Peters (scr.) 8 up
Welwyn Garden City: Mr. P. A. Morley (18) and L. A. Titterton (plus 2) 8 up

A FORMIDABLE STRONGHOLD

Air Force Base At Singapore

(Special to "Hong Kong Daily Press") (By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 2, 7.30 p.m.)

London, April 2. The most daring man in Britain's Royal Air Force, Squadron Leader R. A. George who has been appointed to headquarters at Singapore will leave soon for this destination.

When the new Air Force equipment for the Naval Base at Singapore is completed it will be the world's most formidable stronghold, according to newspapers.

Squadron Leader R. A. George is a Scotsman from Cromarty. He said it would be a great experiment of "Power Saving" which has now become the regular daily routine in the Air Force.—Transocean Kuo Min.

THE CANADIAN PREMIER

Mr. R. B. Bennett's Fortune

Few Prime Ministers of modern times have been in a position to afford a single donation as large as that which Mr. R. B. Bennett has just made to Mount Allison University in New Brunswick.

To the present Canadian Premier \$25,000 is not a large sum, for he was a millionaire man of business before he became Conservative leader. His fortune is primarily derived from a great lumber business.

It is no secret that Mr. Bennett personally bore the bulk of his party's expenses at the last general election, which returned it to power.

A British Parallel. Mr. Baldwin, when he was Prime Minister, gave almost exactly the same sum—£5,000—to Kidderminster Hospital. He entered politics a rich man. But, as he said in 1928, "For every shilling I had when I entered office, I have something less than a penny now."

Mr. Baldwin was also, as has since been revealed, the donor of the anonymous gift to the nation of £120,000 in 1919.

Lord Rosebery, by his marriage, became one of the wealthiest of recent British Prime Ministers. Gladstone was distinctly well off, but Disraeli could never rid himself of a load of debt that acted both as a drag and a spur.

Among foreign rulers, Hitler, Roosevelt, and Mussolini are none of them rich. Like Theodore Roosevelt—who was financed by his uncle, James B. Roosevelt—Mr. Roosevelt has a very modest private income.

A reliable estimate places it at not more than \$15,000. Mr. Roosevelt will, however, inherit a further sum from his mother.

16 UP ON BOGEY!

Amateur Partnership's Feat At Broxbourne

(Special Air-Mail Service)

London, Mar. 17. An amateur partnership, R. Robinson (4) and A. Scott (9), of South Beds, won the Porters Park bowl tournament of the Herts Alliance at Broxbourne yesterday with a return of 16 up on bogey for 38 holes.

W. E. Brown, the local professional, and Major F. V. Drake (11) were second with 15 up. Scott, who is chief constable of Luton, played splendidly. The side, mainly through his efforts, won the first five holes and were seven up at the turn.

South Beds:—Mr. R. Robinson (4) and Mr. A. Scott (9) 16 up
Broxbourne I: Maj. F. V. Drake (11) and W. E. Brown (plus 2) 15 up
Porters Park I: Mr. G. Usher (8) and J. Bradbeer (plus 2) 14 up
Berkhamsted: Mr. C. F. Cole (18) and C. S. Grace (scr.) 12 up
Brookman's Pk. I: Mr. C. W. Denham (8) and W. E. Peters (plus 2) 11 up
West Herts: Mr. P. Burnett (18) and Mr. H. A. W. Saunders (11) 10 up
Hertsbourne Manor I: Mr. E. M. Napier (18) and A. Weis (plus 2) 9 up
Berkhamsted: Mr. H. E. Rance (1) and Mr. K. D. Harris (3) 8 up
Moor Park: Mr. T. Swan (9) (Continued on Previous Column)

HYDROPLANE REDEEMS HIMSELF

(Continued from Page One)

Wonderful Stag by four lengths. The pony, ridden by Mr. Pote Hunt, answered beautifully over the last half mile of the race and had no difficulty in winning. Wonderful Stag beat Mike by three lengths. Fudge made the pace, but soon faded out to give place to Racing Boy, who, however, dropped out of the picture before the straight was reached when the placed ponies all passed. Mr. Pote Hunt had little difficulty in winning this race from his challengers in the straight.

CHOY WINS AGAIN

Mr. W. H. Choy again won the Novices event, this time on Soldier of Fortune. Little Beauty with Mr. Tang Man Wah up was nicely handled to take second place. His supporters received \$248.30 each for their selection. Racing Spirit just beat the Carp out of third place.

1.—Sugar Loaf Handicap (11 Miles)

Mr. A. M. L. Soares' Prima Donna, 161 lbs. (Mr. G. Harriman) 1
Mr. Li Shui Pang's Soldier of Germany, 161 lbs. (Mr. N. Deltz) 2

Messrs. Mackie and Grayburn's Ribble, 158 lbs. (Mr. A. J. P. Heard) 3

Won by many lengths; 3 lengths between second and third.

Time: 2 mins. 40.3 secs.

Parl-mutuel:—

Win: \$13.70.

Place: \$6.10, \$4.40, \$8.

Also ran:—Bold Marshal (Mr. Botelho), Glorious Sun (Mr. Proulx), Great Hall (Mr. Fan), Morning Sun (Mr. Butler), Pie Face (Mr. Laing), Racing Pluck (Mr. Ip Kuei Ying), Racing Triumph (Mr. Y. T. Fung), Shaughraun (Mr. Pearce).

Betting Winner Place

1st Pony 345 410

2nd Pony 104 136

3rd Pony 361 436

The Field 267 443

Total 1,078 1,425

2.—Blue Pool Handicap (1 Mile)

Mr. Leader's Copper Idol, 152 lbs. (Mr. Pote Hunt) 1

Mr. C. N. K.'s Tiny Star, 166 lbs. (Mr. E. O. Butler) 2

Mr. Yick Chiu's Young Chap, 157 lbs. (Mr. Ip Kuei Ying) 3

Won by 2 1/2 lengths; 2 lengths between second and third.

Time: 2 mins. 12.1 secs.

Parl-mutuel:—

Win: \$27.70.

Place: \$10, \$11.60, \$28.30.

Also ran:—Cavalade (Mr. Deltz), Chesterfield (Mr. Fung), Chow Fan (Mr. Proulx), Classic Hall (Mr. Pun), King Willow (Mr. Botelho), Soldier of Italy (Mr. A. A. R. Botelho), Surprise (Mr. de Roza).

Betting Winner Place

1st Pony 255 361

2nd Pony 260 274

3rd Pony 64 85

The Field 1,029 535

Total 1,608 2,055

3.—Morrison Hill Handicap (6 Furlongs)

Mrs. Dunbar's Tiana, 140 lbs. (Mr. B. A. Proulx) 1

Messrs. Tester and Abraham's The Tiger, 140 lbs. (Mr. Ip Kuei Ying) 2

Mr. Samson's Navy Hall, 168 lbs. (Mr. Pote Hunt) 3

Won by short head; a head between second and third.

Time: 1 min. 32.1 secs.

Parl-mutuel:—

Win: \$59.10.

Place: \$17.30, \$30.30, \$12.

Also ran:—Blue Star (Mr. Laing), Boxing Eye (Mr. Fung), Flying Tourist (Mr. Ingram), Gay Crusader (Mr. de Roza), King's Bounty (Mr. Botelho), Navy Hall (Mr. Pote Hunt).

Betting Winner Place

1st Pony 103 193

2nd Pony 55 109

3rd Pony 459 395

The Field 1,576 1,981

Total 2,193 2,678

4.—Easter Stakes (1 Mile)

Mr. L. Dunbar's Liberty Bell, 160 lbs. (Mr. A. J. P. Heard) 2

Mrs. Pearce's Trentbridge, 160 lbs. (Mr. A. J. P. Heard) 2

Mr. H. S. Chan's Cosack's Beauty, 155 lbs. (Mr. Deltz) 3

Won by five lengths; two lengths between second and third.

Time: 2 mins. 01.2 secs.

Parl-mutuel:—

Win: \$53.30.

Place: \$5.40.

Betting Winner Place

1st Pony 470 98

2nd Pony 45 8

3rd Pony 60 15

Total 595 119

5.—St. Kilda Handicap (5 Furlongs)

Mr. S. L. K.'s Glorious Star, 152 lbs. (Mr. E. O. Butler) 1

Mrs. Stanton's Ditty, 152 lbs. (Mr. A. J. P. Heard) 2

Mrs. D. J. Lewis's St. Joan, 155 lbs. (Mr. B. A. Proulx) 3

Won by 4 lengths; 3 lengths between second and third.

Time: 2 mins. 11.1 secs.

Parl-mutuel:—

Win: \$21.

Place: \$10.70, \$23.20, \$12.90.

Also ran:—Chivalrous (Mr. Pote Hunt).

Betting Winner Place

1st Pony 233 233

2nd Pony 739 621

3rd Pony 190 237

The Field 1,031 994

Total 2,193 2,335

6.—Kellett Handicap (1 Mile)

Mr. Hem's Gladiator, 154 lbs. (Mr. J. Pote Hunt) 1

Mr. Alanto's Glad Eyes, 140 lbs. (Mr. Fung) 2

Mr. Lan's Jungle Jim, 161 lbs. (Mr. S. Y. Laing) 3

Won by 3 lengths; 2 lengths between second and third.

Time: 1 min. 09.1 secs.

Parl-mutuel:—

Win: \$140.

Place: \$10.70, \$7.50, \$10.70.

Also ran:—City of Brisbane (Mr. Ip), Flummery (Mr. Deltz), Kilrea (Mr. Harriman), Racing Streak (Mr. Tang), Ratton (Mr. Ingram), Tecumseh (Mr. Black).

Betting Winner Place

1st Pony 233 233

2nd Pony 739 621

3rd Pony 190 237

The Field 1,031 994

Total 2,193 2,335

7.—Black Link's Handicap (6 Furlongs)

Mr. L. Dunbar's Oak Bay, 160 lbs. (Mr. Proulx) 2

Mr. Quarto's Spinaway, 150 lbs. (Mr. Heard) 2

Mr. F. C. Hall's The Redshank, 140 lbs. (Mr. Butler) 3

Won by four lengths; a head between second and third.

Time: 1 min. 30.4 secs.

Parl-mutuel:—

Win: \$12.80.

Place: \$3.10, \$18.50, \$22.

Also ran:—High Speed (Mr. Fan), Racing Pride (Mr. Deltz), Solar Star (Mr. Fung), Wayward Stag (Mr. Ip).

Betting Winner Place

1st Pony 803 642

2nd Pony 111 172

3rd Pony 86 116

Total 2,335 2,409

8.—Nicholson Handicap (1 1/4 Miles)

Mr. Plane's Hydroplane, 160 lbs. (Mr. Proulx) 1

Mr. Li Shui Pang's Soldier of China, 150 lbs. (Mr. Deltz) 2

Mr. C. B. Brown's Budge, 142 lbs. (Mr. Pote Hunt) 3

Won by 4 lengths; short head between second and third.

Time: 2 mins. 42 secs.

Parl-mutuel:—

Win: \$10.90.

Place: \$6.30, \$7.10, \$6.70.

Also ran:—Bay View (Mr. Laing), King's Fancy (Mr. Heard), Sporting Life (Mr. Pote Hunt).

Betting Winner Place

1st Pony 979 649

2nd Pony 467 405

3rd Pony 391 520

The Field 585 801

Total 2,432 2,375

9.—Boa Vista Handicap (6 Furlongs)

Mr. K. H. W.'s Gay Butterfly, 162 lbs. (Mr. F. M. L. Soares) 1

Mrs. E. H. M. Tinson's Hay Tor, 145 lbs. (Mr. Proulx) 2

Mr. Lan's Partnership, 168 lbs. (Mr. S. Y. Laing) 3

Won by 1/2 length; short head between second and third.

Time: 1 min. 37.1 secs.

Parl-mutuel:—

Win: \$45.20.

Place: \$13.40, \$10.30, \$11.30.

Also ran:—Cebu (Mr. A. A. R. Botelho), Fl. Fa. (Mr. Ingram), Helter Skelter (Mr. Heard), Iron Grey (Mr. Deltz), King Salmon (Mr. Ip), King's Parade (Mr. Botelho), No Fear (Mr. Butler), Orlando (Mr. Fung), Panama (Mr. Tang), Man Wah, Warrington (Mr. Pote Hunt), Wembley Stag (Mr. Harriman).

Betting Winner Place

1st Pony 174 205

2nd Pony 274 324

3rd Pony 280 275

The Field 1,083 1,207

Total 1,791 2,011

10.—Kellett Handicap (1 Mile)

Mr. L. T. F.'s Gold Bullion, 155 lbs. (Mr. Pote Hunt) 1

Mr. H. Y. Laing's Wonderful Stag, 159 lbs. (Mr. Deltz) 2

Mr. S. W. Tang's Mike, 155 lbs. (Mr. Botelho) 3

Won by 4 lengths; 3 lengths between second and third.

Time: 2 mins. 11.1 secs.

Parl-mutuel:—

Win: \$21.

Place: \$10.70, \$23.20, \$12.90.

Also ran:—Chivalrous (Mr. Pote Hunt).

Betting Winner Place

1st Pony 470 98

2nd Pony 45 8

3rd Pony 60 15

Total 595 119

CHINESE SOCCER ASPIRANTS

Team Coming South Shortly

Shanghai, Apr. 2.
Seventeen Chinese soccer players have been picked to leave here on the 20th instant for Hong Kong where they will meet Southern players for the honour of representing China at the Olympic Games in Manila.—Reuter.

Pung, Fudge (Mr. Black), Midday Sun (Mr. Ip), Poker Face (Mr. A. A. Botelho), Racing Boy (Mr. Laing), Rose Leaf (Mr. Tang), Street Singer (Mr. Harriman), Tummel (Mr. Butler), Vago (Mr. Pan), West Parade (Mr. Heard), What A Chance (Mr. Rosa).

Betting Winner Place

1st Pony 350 308

2nd Pony 155 98

3rd Pony 226 321

The Field 950 1,182

Total 1,871 1,907

11.—Pokfulam Stakes (From 2 M.P.)

Mr. Li Shui Pang's Soldier of Fortune, 148 lbs. (Mr. W. H. Choy) 1

Mr. Chin Pun Fan's Little Beauty, 145 lbs. (Mr. Tang Man Wah) 2

Mr. S. W. Tang's Racing Spirit, 151 lbs. (Mr. W. G. Poy) 3

Won by two lengths; half length between second and third.

Time: 2 mins. 32.4 secs.

Parl-mutuel:—

Win: \$10.30.

Place: \$6.80, \$24.80, \$19.70.

Also ran:—Brass Idol (Mr. C. Taylor), Hell of Leather (Mr. Black), Kindo (Mr. Cochrane), Kiskap (Mr. Johnson), Racing Strain (Mr. Lo Ge Hin), Red Fox (Mr. Ingram), Sarabande (Mr. Pearce), The Carp (Mr. S. W. Yue), Toishan (Mr. W. G. Poy), Utopian (Mr. Sewell), Wapiti (Mr. H. A. de B. Botelho), Young Hero (Mr. Carvalho).

Betting Winner Place

1st Pony 839 762

2nd Pony 4 6

3rd Pony 111 99

The Field 1,115 1,114

Total 2,069 1,981

Cash Sweeps

Race 1

No. 226 \$464.80

" 224 132.80

" 104 66.40

Nos. 129, 179, 56, 8, 267, 55, 257

298 get \$50 each.

Race 2

No. 198 \$522.20

" 299 149.20

" 258 74.60

Nos. 226, 175, 14, 158, 209, 76, 239

get \$50 each.

Race 3

No. 190 \$721.00

" 325 206.00

" 94 103.00

Nos. 90, 330, 313, 213, 132, 284

113 get \$50 each.

Race 4

No. 233 \$1,050.00

" 247 300.00

" 89 150.00

Nos. 13, 32, 124, 109, 205, 98 get

\$50 each.

Race 5

No. 190 \$910.00

" 48 280.00

" 134 130.00

Nos. 13, 32, 124, 109, 205, 98 get

\$50 each.

Race 6

No. 115 \$1,797.50

" 54 573.80

" 6 256.80

Nos. 189, 142 get \$50 each.

Race 7

No. 7 \$1,176.00

" 19 338.00

" 436 168.00

Nos. 420, 269, 179, 290 get \$50

each.

Race 8

No. 319 \$1,127.00

" 30 322.00

" 318 161.00

Nos. 344, 28, 81 get \$50 each.

INDIA FORCE HOCKEY DRAW ON ENGLAND

BRILLIANT INTERNATIONAL FINAL

A brilliant concentrated last minute attack by India was responsible for a draw of 2 goals all in the final of the International hockey encounter between England and India which was played on the Marina ground yesterday before one of the largest hockey crowds seen locally.

Play was fast and furious throughout and infringements were frequent as a result of determined tackling and first time clearances. While India were continually being penalised for slicing, this eventually resulting in what might have been a serious accident, when A. A. Dand stopped a sliced clearance by Sub Taj Mohammed. Dand was temporarily injured and as a result the English team was somewhat re-shuffled.

Lal Singh on India's left wing and the Indian intermediate line performed brilliantly throughout, while Sub Taj Mohammed at left back was responsible for some remarkable last minute clearances. The English attack was very good, the Garthwaite-Senior partnership on the right wing being most effective while Bartlett and Atkinson worked equally well together as centre and inside left, respectively.

Hocquard put in some very useful work but missed several glorious opportunities of scoring, when he repeatedly over-ran himself after racing clear of the Indian defence.

Atkinson likewise missed several wonderful opportunities in the opening half when his marksmanship was miserably poor otherwise his play was good.

W. A. Reed was undoubtedly the outstanding player on display, his defensive game in the second half when he moved to pivot being superb, continually breaking up very dangerous Indian attacks.

Awat Singh at centre forward was as usual greedy and refused to let the ball go unless compelled to, while Kalwant Singh was seen at his best, forming a valuable partnership with Lal Singh on the left wing.

FAST OPENING

The game opened at a very fast pace, India pressing round the English goal within a few minutes of the bully-off. Lal Singh and Kalwant Singh indulging in some brilliant passing bouts on the left wing, which eventually materialised in a goal, by the latter, who scored after Hollingsworth had failed to clear safely from Lal Singh.

From the resumption, W. Reed sent the ball to Bartlett who gave Atkinson a glorious opening well inside the circle, but the latter shot yards wide with only Nur Mohammed to beat.

The Indians retaliated from the bully-off and Hollingsworth was called upon several times to clear when the Indian forwards got through.

At this stage of the game the Indian defence were sorely harassed by the English forwards who could do anything but score, Farduman Singh and M. H. Hassan being outstanding with some wonderful recoveries.

Atkinson was given another glorious opportunity of scoring when Garthwaite put the ball straight at him with only the Indian goal-keeper to beat, but again he shot wide.

Soon after this W. A. Reed changed over to centre half instead of Yeomans, who was deputising for H. J. D. Lowe, who was unfortunately misinformed about the starting time of the game.

Ten minutes from the interval the English goal was subjected to a continual bombardment by the Indian forwards, two goals by Kalwant Singh and Lal Singh, respectively, being disallowed for off-side, while Awat Singh went very near when he hit the cross-bar with a first time effort from the right wing.

Five minutes from the interval Hocquard twice beat the defence only to over-run himself with practically an open goal.

As a result of continual pressure, England at last equalised when from a short corner, Garthwaite netted from the centre of the circle.

Soon after the interval Atkinson gave England the lead when he scored from a weak clearance by Nur Mohammed from a hit by Bartlett.

Thus resulted in a very determined effort by India to get level, and once again the several hundred spectators were given a thrill as time and again Lal Singh and Kalwant Singh took the ball between them down the left wing only to fail at the crucial moment.

At this stage of the game slitting by the Indian defence was much seen, Sub Taj Mohammed and Wajayat Shah both being warned by the referee, Mr. Farmery.

After a series of raids by both pairs of forwards, India came to

the fore with some brilliant, short passing bouts which badly flummoxed the English defence. Metcalf and W. A. Reed being conspicuous with a number of good clearances.

As a result of a sliced clearance by Sub Taj Mohammed, Dand stopped the ball on his right cheek-bone and for several minutes was "hors de combat" this resulting in a reshuffling of the English team.

Senior was recalled from the right wing to left half, while Dand filled the latter position. E. V. Reed was brought back into defence with Metcalf.

The last minutes of the game were fraught with excitement as the Indian forwards time and again swept through the English defence only to fail in the goal-mouth.

Lal Singh eventually equalised amidst a terrific burst of cheering but the goal was disallowed. In the last two minutes, Kartar Singh put India level, when the Indians swept through the English defence in a concentrated attack.

Just before the whistle went, Atkinson barely missed scoring in a solo effort.

Mr. Farmery and Lt. Comdr. Hill, R.N., refereed and lined up the following:—

TEAMS.

England:—Hollingsworth (Army); A. A. Dand (Club) and Lt. Metcalf (Army); W. A. Reed (Club), Yeomans (Army) and E. V. Reed (Club); Senior (Club), Lt. Garthwaite (Army), Lt. Bartlett (Navy), Lt. Comdr. Atkinson (Navy) and Lt. Hocquard (Army).

India:—Nur Mohammed (Punjab); Farduman Singh (Radio) and Sub Taj Mohammed (Punjab); (Captain); M. H. Hassan (Radio) Dulla Singh (Punjab) and Alai Din (Punjab); Wajayat Shah (Punjab), Kartar Singh (Radio), Awat Singh (Radio), Kalwant Singh (Radio) and Lal Singh (Punjab).

CIVILIAN'S TEAM SELECTED

The Colony's Civilian team to meet Malaya in the first Interport match of the series on Thursday has been selected.

The team is as follows:—R. H. Wong (St. Andrew's), A. J. M. Rodrigues (University), E. V. Reed (H. K. Club), W. A. Reed (H. K. Club), D. McLellan (Y. M. C. A.), A. E. P. Guest (St. Andrew's), H. Owen-Hughes (H. K. Club), J. Pintos (Incognitos), Awat Singh (Radio), Kalwant Singh (Radio), A. P. Sousa (Incognitos).

THE LAST EMPEROR OF CHINA

Sir Reginald Johnston's
Story

(Special Air-Mail Service)

London, Mar. 17. "Twilight in the Forbidden City." By Reginald Johnston, K.C.M.G., Professor of Chinese in the University of London, last Commissioner of Weihaiwei; Tutor to His Majesty the Emperor Hsuan-Tung. With Preface by The Emperor. Over forty plates, Sketch-Maps, etc. (Victor Gollancz, 18s.).

The Dynastic Twilight which gives this book its title reigned in the Forbidden City, Peking, from the establishment of the Chinese Republic in 1912 until the expulsion of the Boy Emperor by Feng Yu Hsiang, the "Christian General," in 1924.

During five years of this mysterious period Sir Reginald Johnston served as tutor to the Imperial Dragon, visited him daily, and inevitably saw much and heard much of the eyes and ears of the general public, whether Chinese or European. The book is therefore of supreme historical importance and, at the author's touch, knots of misunderstanding unravel, and the seeming tangle of events since 1890 becomes a smooth thread of happening.

In the Twilight Period the Forbidden City with its rose-red walls and golden roofs had two masters. In the Northern enclosure sat the boy who was the Emperor in name but not in fact; by the Southern Ocean dwelt the President who was Emperor in fact but not in name.

An anomalous position indeed! At the end of 1924, aided by his foreign tutor, the Emperor was obliged to seek the protection of aliens; for seven years he lived in exile, but in 1931 returned to his native land, and last month he became Emperor of Manchuria.

FOUR STYMIES

In A Stoke Pokes Golf Match

(Special Air-Mail Service)

London, Mar. 13. The Women's London Foursomes were begun at Stoke Pokes to-day. This competition, which is limited to clubs within a radius of 20 miles from London, attracted an entry of 44 teams.

The players were drenched by torrents of rain in the morning, and Miss Anne de Montmorency's waterproof trousers, without which no women's meeting now seems complete, were again in evidence. In partnership with Mrs. Gage, who holed all manner of putts, she won her match for Wentworth by 3 and 2.

The centre of attraction was Miss End Wilson and Miss Dorothy Pearson, representing the Lady Golfers' Club. They beat Miss Pamela and Miss Mervyn Barton, of Royal Mid-Surrey by four and two.

Result—Halved. Miss Wilson, who seemed a little stale, was hooked many of her drives, and her partner spent much of the morning in the rough. The Barton sisters won the first two holes, but they fell away and were two down at the turn. In the first four holes coming home they lost their chance, and took three putts on four successive greens, which meant a loss and three halves instead of a half and three wins.

Finally they lost the 14th hole to 5. The holders, Mrs. Garon and Miss Joy Winn, of Thorndon Park, beat Guildford by 4 and 3. At the 13th a curious incident befell them of which I do not remember a parallel. With a kind of golfing leapfrog, they managed to lay one another no fewer than four stymies, the net result of which was a halved hole.

The heroines of the first round were undoubtedly Stoke Pokes (Mrs. Cavendish Fuller and Miss Scott), who were five down with six to play against Chigwell (Mrs. Goodwin and Miss E. Young), and won 6 and the 19th. Some fine spoon shots by Mrs. Cavendish Fuller contributed largely to her side's victory. The weather, after a bright interval at lunch-time—the one time when it was not necessary—returned in the afternoon to its former unpleasantness.

A BLAZE OF COLOUR

Men's Wear Exhibition

It is a widely acknowledged fact that the best clothing for men is obtainable in England. The highly efficient textile factories of the Midlands provide materials of unequalled quality, and London's cutters and tailors are famous. Hence the Englishman is probably the best dressed man in the world.

A recent London Exhibition of Men's Wear indicated that the industries and trades concerned are not prepared to rest on their laurels or to remain conservative in regard to the cut and colours of men's clothing. The Exhibition was a blaze of colour: it was clear that the clothes of the man in the street are to be brightened with a vengeance. Shirts, suits, ties and pyjamas of marvellous patterns were to be seen. There were socks, braces and waistcoats of new designs, to suit every taste. It is doubtful if men's wear has ever been more variegated. An interesting feature of the Exhibition was the new elastic cloth, of which many garments were on view. It is most promising in appearance, and may well be the material of the future. Suits made of it are said to be almost uncreasable, but the difficulty of providing trousers with a "knife-edge" crease has been very satisfactorily overcome. The Exhibition was a striking one, and one may say that it definitely indicates many advances in men's wear.

Soon the tailors and cutters and manufacturers of other countries will be doing their best to reproduce the designs—but without great success: for nothing can surpass the cut and finish of English clothes.

DUTCH GIRL STOWAWAY

Found At Singapore.

A 13-years-old Dutch girl of Batavia, was a stowaway on board the Rotterdam Lloyd mail steamer Marnix van St. Aldegond when it reached Singapore last week. She got on board shortly before the ship left Tanjung Priok and hid herself below until the vessel's arrival here. She then came out of her hiding place and went to the purser. It is understood that the girl wanted to go to Holland. After consideration of the position the captain decided to send the girl back to Batavia, and she went in the K.P.M. s.s. Ophir.

Advantage Behind The Scrum In Spite Of Enforced Changes

It is odd how swiftly the rhythm of a game of Rugby football changes. Although the Army eventually beat the Navy by two goals and a try—at Twickenham there was a period in the second half when the Navy were heading straight for victory.

They jumped suddenly to within five points of the Army—a penalty goal and a try to a goal and two tries; they heeled from every scrum, and pegged the Army down remorselessly on their line.

They did everything, in fact, but score the try which would at least have brought them level; then they were checked; the Army worked clear, the Navy momentum died down, and the match was all over but the shouting.

Momentum, that's the point. The Navy did all their scoring in five minutes, and for a further ten minutes their attack was overwhelming. Crick, with his sleeves rolled up, playing his last game for the Navy, captaining the side and leading the forwards, was enjoying himself thoroughly and making his men crack into it. The Army fumbled and snatched and wilted; the crowd roared; even in the Press-box, that stronghold of impartiality, strangely emotional cries were heard.

Army in Control Again. It seemed indeed, that the Navy must win—but an Army touch-down and a drop-out from the twenty-five checked the Navy's flowing attack; the ebb set in, and the Army took control again.

I suppose it is my painful duty to observe that this was really rather an indifferent game between two somewhat mediocre sides, but there are things in the human heart that had better not be vibrated as Mr. Tappett remarked on a momentous occasion. There is, in short, no need to be unduly critical, for it was all hard, enthusiastic, good-humoured football, and we cannot expect the Services to produce every year a side as brilliant as the Army were last season.

This winter the Army have been dogged by injuries to some of their best players, and when we arrived at Twickenham we heard that B. T. V. Cowey, the Welsh wing, had been forced to cry off, and that E. R. M. Bowerman was taking his place.

We felt that this further dislocation of an already oddly assorted back division might be serious for the Army, and it did in all probability cost them a try in the first ten minutes which Cowey, with his strength and determination, would surely have scored, whereas Bowerman, well though he ran, was forced to kick into the centre.

Backs Tip The Scale. Still, the Army backs, Dean, McCraith, Unwin and Crawford, in particular, just swung the balance. They were more highly explosive, more adventurous, quicker off the mark, and it was by taking their chances that they won the game. The Army forwards, realising this, went all Springbok and packed 3-4-1 to give Dean the ball as quickly as possible.

This was not an altogether successful manoeuvre, for it led to a complete naval superiority in the tight during that critical quarter of an hour, and it might well have cost the Army the match. Moreover, this formation causes obstruction of the opposing scrum-half, who has great difficulty in getting round the broad screen formed by the outside men in the second row when, quite innocently, I dare say, they swing outwards to centralise the above and blind the pack.

Both packs, as a matter of fact, did all we expected of them in the more violent phases of forward play—mauling, tackling, using their feet—and we saw a great deal of Tarr, Watkins and Rew in the loose. The scrumming, though was inconsistent, and that may be the reason why Hunter's passes to Elliot were slow and inaccurate and the Navy's attack was correspondingly handicapped.

It was a glorious afternoon, and quite a large crowd were enjoying the unexpected sunshine when the Navy kicked off and battle was joined. Rather a crude battle it proved to be for some time, a clumsy, fumbling, kick-and-rush affair, a little dull, I must admit. Still, we said to one another, they're settling down and when Sayers, Pike and Rew crashed away from a line-out with the ball at their feet and nearly scored we prepared for better things.

The first of them came soon, a break by McCraith, who beat Elliot and sent Bowerman dashing off for the corner flag. Gosling was there, though, but his kick for touch a moment later fell into the arms of Sayers, who made a mark.

Sayers Three Marks. There was nothing unusual about this, but it was odd that three times in rapid succession the Navy, hard-pressed, should punt for safety, only to see the ball caught and marked on the same spot by the same Sayers.

After this comic interlude Kirkby, a most energetic wing three-quarter, put in a fine dribble; the

Army, led by Rew and Pike, returned to the attack; Gosling, attempting to beat one man too many was caught in possession; the ball went loose, out to Unwin, who ran strongly, and sent Crawford racing away to hurl himself over in the corner. A doubtful try, incidentally, more like touch-in-goal, but there it was, and the Army had drawn first blood. They kept at it, moreover, and just before half-time Unwin was brought down on the Navy twenty-five line, but allowed to scramble up and flash through a scattered defence for a try which was not converted.

The Army by this time were feeling confident, and soon after the interval a run and cross-kick by Crawford carried them near the Navy line; and Dean nipped away on his own from a scrumming to catch the Navy back-row men napping and thence Kendrew to kick a goal.

Navy Strike Form. This seemed decisive, but suddenly the Navy found their real form. First Forrest landed a penalty goal, and then there was a scrumming at half-way, the Navy heeled, Hunter passed to Elliot, who beat McCraith and gave a return pass to Hunter in the best Davis and Kershaw manner. This unexpected manoeuvre caught the Army defence on the wrong leg; Hunter shot the ball out again; Bailey, Walsham, Kirkby, by it went, and Kirkby dashed away to score a brilliant try, quite the finest of the match. Forrest banged the ball over from a wide angle, the Navy were only three points behind, and for ten minutes they set up a tremendous storming attack on the Army line.

The Army defence held, however; the Navy's effort waned, and before the end McCraith dimmed his way over from a five-yards scrum, and Kendrew, kicking a goal, drove the last nail into the Navy's coffin.

Navy—Lt. C. G. Gosling (H.M.S. Drake); Midshipman P. D. Lewis (R.N.E. College, Keyham), A.B. J. J. Bailey (H.M.S. Drake), Lt. J. S. W. Wigham (H.M.S. Iron Duke), Sub-Lt. J. P. Kirby (R.N.E. College, Keyham), Midshipman G. H. Hunter (R.N.E. Saladin); Lt. W. Elliot (H.M.S. Saladin); Lt. Comdr. T. G. P. Crick (H.M.S. Drake) (Capt.), Schoolmaster D. J. Tarr (H.M.S. St. Vincent), Marine E. Light (Royal Marine Barracks, Plymouth), Lt. Comdr. J. W. Forrest (H.M.S. Curacao), Marine C. Webb (Royal Marine Barracks, Plymouth), Paym-Sub-Lt. J. K. Watkins (H.M.S. Drake), Sub-Lt. R. J. H. Stephens (H.M.S. Curacao), Lt. R. J. L. Hammond (H.M.S. Durban).

Army—Lt. S. T. A. Radcliffe (R.E.); Lt. J. A. Crawford (R.E.); Lt. E. J. Unwin (Middlesex Regt.), Lt. D. H. D. Courtenay (R. Tank Corps), Lt. E. R. M. Bowerman (E. Yorks Regt.), Lt. C. C. McCraith (R.A.), Lt. G. J. Dean (R. Tank Corps), Lt. H. Rew (R. Tank Corps), Rev. V. J. Pike (R.A. Ch Dept), Pte L. R. Morgan (R.A.M.C.), Lt. A. J. A. Watson (Queen's Royal Regt.), Lt. D. A. Kendrew (Leicestershire Regt.), Lt. P. G. Hobbs (Royal Artillery), Sgt. A. Boast (Welsh Guards), Lt. H. J. Sayers (Royal Artillery).

SHANGHAI SNOOKER CHAMPIONSHIP

F. Marshall Wins

F. Marshall won the Dunlop Challenge Cup outright by his win for the second consecutive year, in the snooker championship of the Shanghai Amateur Billiards Association. His opponent in the final was F. C. Lau, whom he beat in a finish not devoid of thrills by 251 to 238. Marshall played a steady and clever game throughout.

In each of the first three frames Marshall secured a lead of twenty points, but in the fourth he lost ten, so that he started the fifth and last frame with a lead of 50. This he increased to 65.

Then Lau, after a lucky shot which put a red down, made a break of 33, the highest in the whole championship series. After all the reds and the yellow had gone down, Lau took the lead after sinking the green, the scores reading 238 for Lau and 236 for Marshall.

Marshall had given nothing away throughout the game, and if Lau had done the same the end might have been different. As it was he gave Marshall a chance at the critical moment, and the latter sank the brown, blue and pink to run out the winner. "North China Daily News."

FROM "THE AUTOCAR" OF LONG AGO

Owing to carburettor, valve and other cause my record "non-stop absolute" has been four miles and a half! Not a very perfect product of modern engineering!—Page 38, January 13th, 1900.



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- (HAL) m.v. "BURGENLAND" ... for Shai, Taku, Dairen, Kobe, Yokohama, Nagoya ... 13th Apr.
- (NDL) s.s. "ISAR" ... for Shanghai, Taku, Dairen, Taingtau, Yokohama, Kobe ... 19th Apr.
- (NDL) s.s. "COBLENZ" ... for Shai, Taku Bar, Dairen, Taingtau, Yokohama, Kobe ... 4th May

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- (HAL) m.v. "LEVERKUSEN" ... for Genoa, I'dam, Hamburg ... 17th Apr.
- (NDL) s.s. "DONAU" ... for Genoa, Marseilles, Oran, Rotterdam, I'dam, Bremen ... 23rd Apr.

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BRILLIANT AMATEUR CONCERT PARTY

"Eagle Reaches Great Heights"

A brilliant amateur concert by the H.M.S. Eagle Concert Party was given at the West Lounge of the European Y.M.C.A. last night several items in the programme reaching the stage of the professional artist.

Members of the Party consisted of officers and ratings of the Aircraft Carrier, and many of the items were heartily applauded and were very deserving of encores, which were however, not given.

Casson, who gave a conjuring exhibition was really good, and performed his work admirably, with that self assurance and capability usually displayed by the professional artist.

The "Opening Chorus" was much appreciated by the audience, while a song entitled "The Chit System" by Coleman and French, almost brought the roof down.

"A Negro Interlude" given by Clark, Buckley, Kelly, Ruse and Collingwood was another item which was much appreciated by the audience.

"Operatic Defaulter" by the Company opened the second part of the programme and this with a sketch entitled "Dirty Work at the Crossroads" were features of the evening's entertainment.

The closing stages of the programme were really good, a piano duet by Herren Kolmanoff and Gubelman evoking rounds of applause.

Last night's entertainment was easily the best seen from any of His Majesty's ships for some time, and is certainly worth seeing.

Other performances will be given to-morrow night, and again on Thursday night.

WILD RUMOURS IN SIAM

About Japanese Submarines

Bangkok, Mar. 21.

For days the vernacular newspapers have been full of nonsense regarding events in Singapore and elsewhere and those who do not read Siamese are missing something these days. For instance a correspondent of Le Démocrate writes from Singapore—

"On the 16th instant two Japanese vessels, heavily loaded, came alongside a wharf in Singapore, but a Government official would not allow them to discharge their cargo. The Japanese argued that Singapore is a free port and so long as they paid the usual fees they were entitled to land their cargo. There was a long argument, but no agreement was reached. Then five Japanese submarines arrived by way of an additional argument. They must have been summoned by wireless by the two merchant vessels. But promptly eighteen British submarines also popped up to face the five, and ordered them to clear out in thirty-six hours."

The gossip that does not get into the papers is even more silly, and involves Siam. For instance one tale is that when Japan has taken Singapore, Siam is to take over Burma, and French Indochina. This nonsense has no connection with the Government, but it finds quite wide currency.

Matters reached such a point that the newspaper editors were called together by the Lord Prefect of Bangkok who urged his audience to be more careful in publishing news from Singapore. He was sure the papers had no evil intention in publishing such item, but from now on he trusted no statements would be published likely to cause misunderstanding or excite the public.

There have been many callers at the British and Japanese Consulates this week, as well as visitors to Phra Mitakarn Raksha, and it is said printed slips have been prepared for distribution at the Consulates, and which are in the enquirer's hand before the sentence he sets out to ask, has been completed.

ANOTHER NINE HOLES NEEDED

Necessary To Avoid
Congestion

The need for the extension of the course by the addition of another nine holes in order to avoid congestion was referred to at the annual meeting of the Island Club Singapore last week.

The President, Mr. S. J. Chan, was in the chair. He said that work in connection with the course was concentrated on the fairways and approaches to the greens. The grass had not grown as thickly as they wished and for a long time more the fairways would require a considerable amount of attention, but steady work had been done and was still continuing and much improvement had been noticed.

During the year the water service to the greens was completed and they could face a long spell of dry-weather without fear of any damage to the greens. That work had been fairly expensive but they were fortunate in being able to do it without recourse to borrowing. The Municipal Water Engineer was kind enough to give them very valuable assistance and advice in that connection.

Tennis Courts Rarely Used

To carry out the promise which had been given to the original members of the club, two tennis courts were constructed during the year but these had not proved very popular.

"I notice," said the President, "that the members who kept reminding us of the promise to provide tennis courts have not, so far as I know used them."

"Although we have among our members some of the best tennis players in Singapore the courts have not been used except on rare occasions—they prefer to play golf."

The committee expected that that would happen, and for that reason only two courts were constructed although ground had been prepared for six. The cost was not great and if it should become clear that the courts are not wanted they can, without difficulty, be converted into practice greens, so that the money spent on them will not have been wasted."

Increasing Membership
At the end of the year the membership numbered 253. Of that total 118 were full members and the remainder was made up of subscribing members and ladies.

The rules of the Club fixed a limit of 300 full members. That would mean a limit of about 400 members including ladies and subscribing members. It seemed to him that unless the course was extended

HIS FIRST BRIEF

Lord Sankey Delves Into The Past

Lord Sankey, the Lord Chancellor, speaking at a Cardiff luncheon in his honour after he had received the freedom of the city, recalled that when he was given his first brief he was not very happy about it.

"The case was one of robbery with violence," he said. "It did not last very long, but I was in a state of considerable apprehension and I would willingly have exchanged places with the prisoner in the dock. That first brief was delivered to me in December, 1892, and the fee was two guineas."

Lord Sankey said that after his first case it was "roses, roses all the way" for him. "I was one of the lucky ones. The adventure has been worth while and I have learned many truths. Times have changed. To-day we live in an age of long words—amalgamation, rationalisation, and socialisation. I prefer short words and still believe in the old Welsh proverb: Plenty of work and the heart to do it."

Lord Sankey made particular reference to Sir Harry Cousins, a Cardiff solicitor. "I should like to take this opportunity of paying a tribute to the solicitor who gave me that first brief," he said. "Mr. Cousins happens to be here to-day and it seems appropriate that only a few days ago he was knighted by the King."

LEAVE FOR SIR FREDERICK MAZE

Nanking, Mar. 24.

It is reported that Sir F. W. Maze, Inspector-General of Customs, has been granted leave of absence for six months by the Ministry of Finance. Sir Frederick is returning to England on the 28th inst.—Kuo Min.

ed by a third course of nine holes the limit would have to be reduced if they wanted to avoid congestion.

The accounts showed a small profit after payment of debenture interest and provision of about \$4,500 for depreciation. The rule that every member had to take up a debenture was suspended temporarily last year and as the Club had not been in urgent need of funds it had not yet been restored. The debenture debt of the Club had not been increased.

Dr. P. S. Hunter seconded and the report and accounts were passed.

Dr. Harold Lim was elected President for the ensuing year and Dr. P. S. Hunter was re-elected vice-president.

The following were elected members of committee: Messrs. S. J. Chan, F. A. Briggs, R. M. Meyer, E. Uo, Dr. K. Ando, F. R. Martens, K. C. Eu, N. R. Mistral, D. Frankel and W. MacMullan.

U.S. PLANS TO RAISE SILVER PRICE

New Move To Help Trade

(Special Air-Mail Service).

London, March 17.

New moves are now being made to help along the American recovery programme.

The Coinage Committee of the House of Representatives has approved two bills the object of which is to raise the price of silver and thereby lift commodity values.

Under the first bill the U.S. Treasury would be authorised to pay as much as 25 per cent. above the present market price (about 20d per oz) for silver shipped to the United States in payment for exports of agricultural commodities. New certificates would be used to pay for the silver so obtained.

The second bill would direct the Secretary of the Treasury to purchase as much as 1,500,000,000 ounces of silver at the market price.

These purchases would amount to 150,000,000 ounces of silver within the first four months fol-

lowing the passage of the bill, and an additional 250,000,000 ounces within the first year after its passage.

Purchases would cease as soon as commodity prices in the U.S.A. reached the average level prevailing in 1929. Trading under the first bill is limited to a maximum of \$30,000,000 a year.

Mr. Speaker Rainey declares that President Roosevelt is friendly to silver, and predicts that both bills will pass the House of Representatives. They are warmly supported by the silver mining States, who predict that, with silver rehabilitated, Far Eastern and South American States whose currencies are based on silver will again become good customers of America.

It is significant that Mr. Henry Morgenthau, Secretary of the Treasury, recently ordered an investigation into the holdings of silver in New York.

CONSIGNEE NOTICES.

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are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 3rd March.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown and all Goods remaining undelivered after the 7th April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 31st April, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE
Agents.

31st March, 1934. [2420]

HAMBURG AMERICA LINE.

NOTICE TO CONSIGNEES.

THE M.V. "ERMLAND"

having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, the 9th April, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 7th April, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 7th April, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JERSEN & CO., Agents.

Hong Kong, 1st April, 1934. [2419]

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

M.S. "PORTHOS"

ARRIVED HONG KONG ON
MONDAY, THE 26TH MARCH,
1934.

From MARSEILLES, A.C.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter, before Wednesday, 4th April, 1934, or they will not be recognised.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Thursday, the 28th March, 1934.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. ORL, Agent.

Hong Kong, 26th Mar., 1934. [2399]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLEBROOK,
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AND STRAITS.

The Steamship "BENNYWIS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the basements and/or extra basements Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Apr., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th Apr., or they will not be recognised.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Apr., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 26th Mar., 1934. [2408]

Purity

SERVICE TO READERS

THE HONG KONG,
DAILY PRESS, LTD.
and the HONG KONG
WEEKLY PRESS, through

their London Office, at 53,
FLEET STREET, E.C. 4, Tel.
3137, are prepared to give
Subscribers and Visitors
advice regarding accommodation
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suitable shopping,
entres, etc.

If, when at home, they will
call or telephone to the above
address, they will receive the
utmost assistance and the
latest available information on
all subjects of enquiry will be
placed at their disposal.

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

Buyers	Sellers	Share	THURSDAY, MARCH 29.	Buyers	Sellers	Share	THURSDAY, MARCH 29.
Banks							
\$1,350		H.K. Banks	\$1,350				
		Do. (London)					
		Chartered Banks					
		Mercantile Bks. "A"					
		Do. "C"					
		Bank of East Asia					
		N. O. & S. Banks					
		Am. O. Fin. Corp. S.					
		Ch. Fin. Corp. Ord. S.					
		Do. Prof. S.					
		Insurance					
		Canton Insurance					
		Underwriters					
		Union Insurance					
		China Fire					
		H.K. Fire					
		International Asso. S.					
		Shipping					
		Douglas					
		Steamboats					
		Indos (pref.)					
		Do. (def.)					
		Shells					
		Waterworks					
		Mining					
		Amatamok					
		Balabos					
		Baguio Gold					
		Benguet Consolidated					
		Do. Exploration					
		Do. Goldfield					
		Big Wedge					
		Gold Creek					
		Iro Mining					
		Ilogons					
		Kailans					
		Langkats (single) S.					
		Explorations					
		Shanghai Loans					
		Raubs					
		Tronoh Mines					
		Venezuela Gold Flds.					
		Docks, Wharves, Godowns, etc.					
		H.K. & K. Wharves					
		Provident (old)					
		Do. (new)					
		H.K. & W. Docks					
		S. China Motors					
		Shanghai Docks					
		New Engineering S.					
		Hongkong					
		Lands, Hotels, and Buildings					
		H.K. Hotels					
		H.K. Lands					
		Shanghai Lands					
		Metropolitan Lands					
		H.K. Realities					
		China Do.					
		Do. Debentures					
		Humphreys					
		New Asia Hotel					
		Asia Realities "A" S.					
		Do. "B" S.					
		Chinese Estates					
		Cotton Mills					
		Ewos					
		Shan Cotton (old) S.					
		Do. (new) S.					
		Zong Sing					
		Wing On Textiles S.					
		Public Utilities					
		Tramways					
		Post Trams (old)					
		Do. (new)					
		Star Ferries					
		Yamui Ferries					
		China Lights (old)					
		Do. (new)					
		Do. Rights					
		H.K. Electric					
		Macao do					
		Sandakan Light					
		Telephones (old)					
		Do. (new)					
		China Buses					
		Tractions					
		Do. (pref.)					
		Industrials					
		Malabon Sugars					
		Calbeck, (ord.) S.					
		Macgregor (pref.) S.					
		Canton Ice					
		Cements (old)					
		Do. (new)					
		Ropes					
		Miscellaneous					
		Dairy Farm					
		Der A. Wings					
		Amusements					
		Ch. Entertainment					
		Constructions (old)					
		Do. (new)					
		Lane Crawford					
		Mackintosh					
		Nanyang Tobacco					
		Sincera					
		Watsons					
		Wm. Powells					
		M. Greyhounds					
		S. C. Enterprises					
		United Theatres					
		B. Ind. G. Bonds					
		H.K. Gov. Loans					
		Wallace Harpur					
		H.K. Wing On					
		S'hal Do.					

CHINA AND GOLD STANDARD

N.E.C. Considers Measure

The official seal of the National Government was affixed to the London Eight-Power Silver Agreement, which has been duly approved by the Legislative Yuan with a reservation.

Measures designed to pave the way for the ultimate adoption of the gold standard were recommended in a proposal submitted by Mr. Peng Hsueh-pai to the plenary meeting of the National Economic Council in Nanking. Among those who attended were Mr. Wang Ching-wel, chairman, Messrs. T. V. Soong, H. H. Kung, Chen Kung-po, Yu Ku-meng-yu, Chu Chia-hua, Yu Ya-ching, C. S. Liu, Wang Hsiao-lai, and Singloh Hsu. The proposal was referred to the Monetary Committee of the Ministry of Finance for consideration.

The main feature of the proposal is that the Central Bank of China should be authorized to issue gold bank-notes which may be used as legal tender in ordinary commercial transactions. The face value of the proposed gold notes is to be one-fourth of the Customs Gold Unit. Any private individual may present gold bullion or articles made of gold to the bank in exchange for the gold notes, for which no fees are to be charged. The bank is to hold against such gold notes a 40 per cent. specie reserve, which may consist of gold articles or gold bullion. When the appropriate time comes, all the income and expenditure of the Government are to be expressed in terms of the new gold unit. The way will thus be paved for the ultimate adoption of the gold standard.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Mar. 28	Mar. 31
Amsterdam	12.10 Florins	7.581	7.581
Athens	375 Drachmas	535	535
Belgrade	276,316 Dinars	225	225
Berlin	30.43 Marks	12.87	12.89
Bombay	1s. 6d. per Rupee	1/8 3/32	1/8 3/32
Brussels	35 Belgas	21.90	21.98
Bucharest	813,568 Lei	510	512
Buenos Aires	47,864 per Peso	361 S.O.	361 S.O.
Copenhagen	18.159 Kroner	22.391	22.391
Geneva	36.324 Francs	15.81	15.87
Helsingfors	193.23 Marks	2261	2261
Hongkong	110 Escudos	1/6	1/6
Lisbon	25.221 Pesetas	109 7/8	110
Madrid	92.46 Lire	37 7/16	37 19/32
Milan	50.884 per Peso	59 11/32	591
Montevideo	4.867 Dollars	38 S. O.	371 S.O.
Montréal	4.867 Dollars	5.104	5.112
New York	18.159 Kroner	5.10 3/8	5.12
Oso	19.90	19.90	19.90
Paris	184.21 Francs	77 19/32	77 19/32
Prague	164.25 Kronen	123	123 5/16
Rio de Janeiro	29.934 per Gold Milreis	4 1/8 S. O.	41 S.O.
Shanghai	14.188 Kroner	1/4 1/8	1/41
Stockholm	34.854 Schillings	19.39	19.39
Vienna	24.864 per Yen	28	28
Yokohama	24.864 per Yen	1/2 3/16	1/2 3/16
Silver (spot)		19 7/8	
Silver (forward)		19 5/16	
War Loan		104	

Closing Quotations

On	March 29, 1934	On New York
On London		Bank Bills, on demand 171
Telegraphic Transfer	181	Credit, 60 days' sight, nom
Bank Bills, on demand	181	On demand
Bank Bills, 4 months	181	On demand
Credit, four months	181	On demand
Credit, four months	181	On demand
On SHANGHAI		On demand
On demand	1101	On demand
On SINGAPORE		On demand
On demand	631	On demand
On JAPAN		On demand
On demand	121	On demand
On INDIA		On demand
Telegraphic Transfer	181	On demand
Bank, on demand	181	On demand

Shanghai Stock Exchange

Trading during the February settlement, was a little more active. There was a considerable increase in the turnover of shares, this being due to the activity in the rubber section of the market. Rates moved irregularly and, as seen by the averages given below, the net result was—

February 27 March 27
Gen. Stocks 69.55 68.44 Minus 1.21
Gov. Bonds 92.50 95.87 Plus 3.17
The most active section of the market was rubber, stimulated by the steady advance in the price of the raw material markets of New York, London and Singapore, on reports that an early announcement of restriction was expected. The local market showed an appreciable advance all round, especially the better class shares, many of which are difficult to obtain, and although the raw rubber markets had a sharp reaction in the third week of the month, the local share market remained very steady, and towards the close was distinctly firm, on an expected recovery in the raw rubber market in New York, as a result of the threatened automobile strike being settled.

The following are the buying rates at the close, for a few of the better class stocks: Anglo Dutch 83.40, Anglo Java 55.50, Consolidated 92.20, Dominion 81.95, Java Consolidated 81.24, Kota Bahru 80.98, Rubber Trust 81.20, Shanghai Fuhang 81.05, Padang 80.85, Sungei Duri 81.00 (Ex. Div.), and Tanah Merah 81.33.

In the general market, the month's trading was very uninteresting. Shanghai Lands have advanced to 27.25 and very few shares are obtainable at this rate. Cathay Lands closed easier, with Buyers offering 13.80; only a small business has been done in these shares during the month. International Investment Trust and Yangtze Finance have been neglected, the settlement closing with buyers offering 11.75 for the former, and 10.10 for the latter, which was the previous month's closing rates.

In the utility market, Trams "B" have been irregular; the net result of the month's trading shows a gain of 25 cents. Buses remain practically unchanged. Little interest being shown in these shares. Shanghai Wharves are unchanged at 351, but Shanghai Docks have declined \$5, to 139. Explorations remained very steady during the period under review, and were the medium of a considerable volume of business; towards the close, the market became firmer, with buyers unsatisfied and offering 4.85. It is reported that production for the first ten days was 18,000 tons, with sales of a similar quantity.

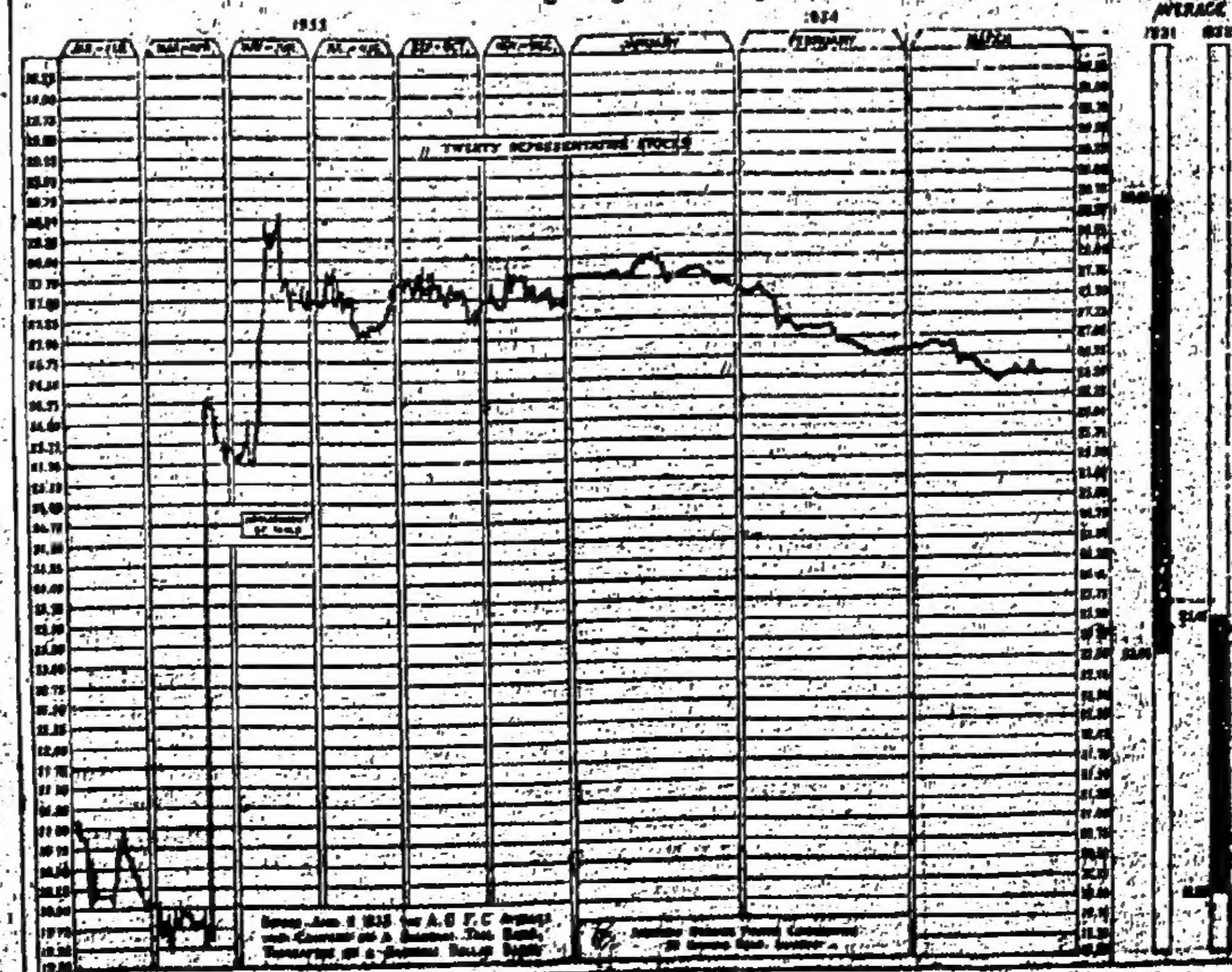
In the cotton market, Ewos have been very dull and uninteresting, closing with buyers offering 12.40 (EX. DIV.) which shows a decline of 50 cents on the month's trading. Shanghai Cottons were a dull market during the first half of the

month, but became more active towards the close, when dealings were done in old and new shares, the former at 78.50, and the latter at 44.25, but eased off to 43.50 at the close.

The debenture market witnessed two big issues during the month. Six millions of 5 per cent. central Property Debentures were offered to the public at par, and were well oversubscribed, subscriptions totaling eight and a half millions. Business since the allotment has been done in these debentures at 100.25. A further issue by the Shanghai Power Co. of ten million 5 per cent. debentures was also made, and these, since the allotment, have been traded in at par. For the moment the debenture market appears to have absorbed the bulk of the surplus funds available, and in consequence rates are not likely to show any appreciable advance for the time being.

Morning	Official
1,000 Ewo Mills (Ord)	12.50
800 Kelantan	0.21
1,000 Exploration	Apl. 4.90
500 Langkat	Apl. 19.00
500 Langkat	18.75
200 Langkat	19.00
Unofficial	
2,000 China Bond & Share	13.75
8 Tram (Reg.) 21	47.00
5,000 China Realty 8% Des.	102.00
500 Langkat	18.50
Total for the day	6,308

A.O.F.C. Average of Shanghai Stocks



PRESIDENT Liners

SPECIAL SUMMER ROUND TRIP FARES

Hong Kong Residents will be interested in the news of greatly reduced Summer Round Trip Fares to AMERICA and JAPAN.

TO AMERICA these rates are available on "President" Liners sailing between June 1st and July 31st. Final return limit September 30th.

1st Class Tourist Class

Hong Kong to Victoria & Seattle and return	US\$492.00	US\$240.00
Hong Kong to Honolulu and return	US\$360.00	US\$196.00
Hong Kong to San Francisco and return	US\$450.00	US\$240.00

Fares on s.s. "President Hoover" and "President Coolidge" slightly higher.

TO JAPAN fares apply from June 1st to September 30th with return limit October 31st.

First Class

Hong Kong to Kobe and return	HK\$225.00
Hong Kong to Yokohama and return	HK\$255.00

Frequent sailings.

For further particulars apply—

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YEDDER BUILDING—HONG KONG.
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NEW YORK STOCK EXCHANGE

ASIA LANDS, LTD., QUOTATIONS

(INCORPORATED IN HONG KONG).

Tel. 98390—Gloucester Building, Room 302.

(BRITISH AMERICAN SERVICE)

New York, March 31.	High—1933/34.	Low—Mar. 28.	Mar. 31.	Change
Dow Jones averages:				
30 Industrials	110.74	50.16	100.31	101.80 1.54 up
20 Rails	68.94	25.43	47.31	47.88 .61 up
20 Utilities	37.73	18.33	26.19	26.08 .17 down
40 Bonds	93.57	73.21	82.53	82.69 .06 up
Commodity Index	80.44	41.98	53.63	not issued —

Asia Lands, Limited, has received the following report from their New York correspondents, E. A. Pierce & Co. We think that the market is beginning to act quite impressively and might run into a fair rally if we could have any definite piece of constructive news.

Wheat: Operations started today under the provisions of the National Code, but leading commission houses claimed that they could see no difference as far as speculative operations were concerned. A sharp rally followed a decline in sympathy with stocks.

Business Done: 810,000 shares.

1933.	Low	Div. \$	Per. St.	LAST SALE	Mar. 29, Mar. 31.
115	471	3.00	Air Reduction	5941	5951
160	701	6.00	Allied Chemical & Dye	150	152
1061	491	4.00	American Can	98	991
17	151	—	American Radiator	141	15
561	101	—	American Smelting	431	45
1241	881	9.00	American Tel. & Tel.	119	1191
941	601	5.00	American Tobacco "B"	681	681
421	101	1.00	American Waterworks	21	201
321	5	—	Anaconda Copper Mining	141	151
841	31	2.00	Auburn	52	53
231	61	—	Bendix Aviation	181	191
371	18	1.80	Borden Company	221	221
301	71	—	Canadian Pacific	181	181
1031	301	—	J. I. Case	701	721
311	51	0.50	Caterpillar Co.	29	301
401	151	1.40	Chase National Bank	281	281
501	71	1.00	Chrysler Motors	521	531
601	211	3.40	Consolidated Gas of N.Y.	39	38
641	11	—	Curtis Wright	41	41
1021	231	2.00	Du Pont de Nemours	941	951
93	46	3.00	Eastman Kodak	861	861
281	10	—	Electric Auto-Lite Co.	271	281
48	10	6% ^a	Electric Bond & Share	171	171
158	21	—	Electric Power and Light	71	71
301	101	0.40	General Electric	211	221
391	51	1.80	General Foods	331	331
418	10	1.00	General Motors	371	381
501	81	1.00	Gillette Safety	101	101
571	12	1.20	Gold Dust	191	20
66	121	0.20	International Harvester	401	411
311	401	—	International Tel. & Tel.	141	141
991	61	4.00	Liggett & Myers "B"	68	68
381	82	1.08	Loew's Inc.	311	32
301	19	—	Montgomery Ward	311	311
901	311	2.50	National Biscuit	421	421
391	151	1.00	National City Bank	271	271
361	101	1.20	National Dairy Products	181	181
201	101	0.60	Otis Elevator	151	151
311	101	1.10	Pacific Gas & Electric	19	19
66	12	—	Packard Motors	51	51
431	121	0.80	Pennsylvania Railway	331	341
121	121	—	Radio Corp.	71	71
601	121	—	Scars Road	471	481
311	6	—	Seaton Vacuum Corp.	161	161
371	51	1.00	Standard Brands	211	21
321	181	—	Standard Gas	121	121
461	51	1.00	Standard Oil Co. of New Jersey	41	41
301	101	1.00	Texas Corporation	28	28
91	21	—	Trans-America	61	61
511	191	1.00	Union Carbide & Carbon	421	421
121	51	0.00	Union Pacific	121	121
461	111	—	United Air and Transport	231	231
141	41	—	United Corporation	81	81
371	21	—	United States Steel	501	501
401	101	—	Westinghouse E. & M.	361	361

CHINA NAVIGATION

COMPANY, LIMITED.

SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On 4th Apr. 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 4th Apr. 5 p.m.
SWATOW & SHANGHAI	"CHENGTO"	On 5th Apr. 1 p.m.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 6th Apr. Noon
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 6th Apr. 3 p.m.
AMOI, SHANGHAI, DALIAN & NEWCHANG	"TAMING"	On 7th Apr. 5 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 8th Apr. 2 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 8th Apr. 2 p.m.
AMOI, SWATOW & SINGAPORE	"ANSHUN"	On 10th Apr. 6 a.m.
HONGKONG & BANGKOK	"KAYING"	On 10th Apr. 2 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 11th Apr. 2 p.m.
AMOI & SHANGHAI	"TSINAN"	On 11th Apr. 5 p.m.
SWATOW & SHANGHAI	"YCHOW"	On 13th Apr. 2 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KWANGTUNG"	On 13th Apr. 3 p.m.

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To AUSTRALIA. Callin, at Manila (P. Is.), Thursday Is., Cairns, To Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: OHANGTIE-TAIPING (OIL)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LUNDRY, BARBER SHOP, SUGGON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Day

FIRST CLASS FARE TO SYDNEY, 27s RETURN

LONDON (via Australia) from £12-15-0.

(Australian Newspaper on file)

STEAMERS Due Hong Kong Leave Hong Kong Leave Manila Due Sydney

CHANGTIE 9 Apr. 17 Apr. 30 Apr. 6 May

TAIPING 8 May 15 May 18 May 3 June

CHANGTIE 12 June 19 June 22 June 8 July

TAIPING 10 July 20 July 23 July 8 Aug.

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THE EAST ASIATIC CO., LTD

COPENHAGEN

The M.S. "DANMARK"

on or about 6th APRIL, 1934

For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, Gdynia, and other SCANDINAVIAN & BALTI PORTS.

Following sailings: For SHANGHAI & JAPAN: For HONGKONG & JAPAN:

M.S. "Siam" 17th April 4th May

M.S. "Panama" 10th May 31st May

M.S. "Java" 10th May 13th June

M.S. "Malaya" 3rd June 5th July

Optional Bill of Lading issued to United Kingdom Ports.

All vessels have excellent passenger accommodation (1st class only)

Passenger fares Hongkong/Europe £55 To £80.

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maintained by the Fast Motor Vessels

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m.s. "Muinam" leaving for Bangkok via Swatow on or about 13th APR, due Bangkok on or about 19th APR.

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Telephone 34071 Agents MESSAGLIA BANK BUILDING

PRINCE LINE—SILVER LINE

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FORTNIGHTLY SAILINGS

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BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "MALAYAN PRINCE" Apr. 3rd

M.V. "SILVERWALNUT" Apr. 14th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAIYANG" on TUESDAY 3rd APR. 3 P.M.

S.S. "HAICHING" on FRIDAY 6th APR. 3 P.M.

S.S. "HAINING" on TUESDAY 10th APR. 4 P.M.

Subject to alteration without notice.

Arrivals and Departures from the Company's Wharf (Near Blake Pier) ROUND TRIP TICKETS will be issued from HONGKONG to FOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., LTD.

Tel. 28027 and 28028.

General Manager.

P. O. Building.

ADVERTISED SAILING

FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Hai Yang, Douglas, April 3.

Taiyuan, B. & S., April 4.

Hai Ching, Douglas, April 6.

Sirdhana, B.I. (Apar), April 6.

Taining, B. & S., April 7.

An Shun, B. & S., April 10.

Hai Ning, Douglas, April 10.

Tainan, B. & S., April 11.

Kut Sang, Jardine's, April 17.

Taima, B.I. (Apar), April 20.

Ostao.

Hop Sang, Jardine's, April 6.

Yat Shing, Jardine's, April 13.

Chinwangtao.

Resolute, Jenson's, April 3.

Daly.

Ermland, Jenson's, April 3.

Atrous, B. & S., April 7.

Saarbrücken, Melchers, April 7.

Taining, B. & S., April 7.

Burgeland, Jenson's, April 13.

Isar, Melchers, April 19.

Fochow.

Hai Yang, Douglas, April 3.

Hai Ching, Douglas, April 6.

Hop Sang, Jardine's, April 6.

Hai Ning, Douglas, April 10.

Yat Shing, Jardine's, April 13.

JAPAN (Direct).

Resolute, Jenson's, April 3.

Rakuyo Maru, N.Y.K., April 10.

Izumi, B. & S., April 10.

Kisano Maru, N.Y.K., April 20.

Shanghai and Japan

Ermland, Jenson's, April 3.

Resolute, Jenson's, April 3.

Chichibu Maru, N.Y.K., April 4.

Naldara, P. & O., April 6.

Nellere, R. & A. S.S. Co., April 6.

Emp. of Japan, C.P.S., April 6.

Sirdhana, B.I. (Apar), April 6.

Atrous, B. & S., April 7.

Saarbrücken, Melchers, April 7.

Chenoucaux, Messageries, April 8.

Pres. Taft, Dollar's, April 10.

Terukuni Maru, N.Y.K., April 11.

Clara Camus, Dodwell's, April 12.

Taru, Thoresen's, April 12.

Burgeland, Jenson's, April 13.

Pres. Jefferson, A.M. Line, April 13.

Kut Sang, Jardine's, April 17.

Panama, Mann's, April 17.

Bangalore, P. & O., April 18.

Tai Shan, Dodwell's, April 18.

Tatsuta Maru, N.Y.K., April 18.

Toba Maru, N.Y.K., April 18.

Corfu, P. & O., April 19.

Emp. of Asia, C.P.S., April 20.

Taima, B.I. (Apar), April 20.

Carthage, P. & O., April 21.

Pres. Hoover, Dollar's, April 21.

D'Arctang, Messageries, April 22.

Nanking, Gilman's, April 25.

Anna Maersk, Jenson's, April 27.

Pres. Grant, A.M. Line, April 27.

Emp. of Canada, C.P.S., May 4.

Java, Mann's, May 10.

Newchwang.

Taming, B. & S., April 7.

Oman.

Eumaeus, B. & S., April 8.

SHANGHAI AND WAT PORTS.

Resolute, Jenson's, April 3.

Daviken, Jardine's, April 3.

Suiyang, B. & S., April 4.

Taiyuan, B. & S., April 4.

Yuen Sang, Jardine's, April 4.

Chengtu, B. & S., April 5.

Kiungchow, B. & S., April 6.

Taming, B. & S., April 7.

Eumaeus, B. & S., April 8.

Kwai Sang, Jardine's, April 8.

Szechuen, B. & S., April 8.

An Shun, B. & S., April 10.

Hai Ning, Douglas, April 10.

Norviken, Jardine's, April 11.

Sochow, B. & S., April 11.

Munnam, Mann's, April 11.

Yat Shing, Jardine's, April 13.

Yochow, B. & S., April 13.

Aeneas, B. & S., May 1.

Taku Bar.

Ermland, Jenson's, April 3.

Resolute, Jenson's, April 3.

Saarbrücken, Melchers, April 7.

Burgeland, Jenson's, April 13.

Isar, Melchers, April 19.

Tientsin.

Hop Sang, Jardine's, April 6.

Yat Shing, Jardine's, April 13.

Tientsin.

Ermland, Jenson's, April 3.

Daviken, Jardine's, April 3.

Suiyang, B. & S., April 4.

Taiyuan, B. & S., April 4.

Yuen Sang, Jardine's, April 4.

Chengtu, B. & S., April 5.

Kiungchow, B. & S., April 6.

Taming, B. & S., April 7.

Eumaeus, B. & S., April 8.

Kwai Sang, Jardine's, April 8.

Szechuen, B. & S., April 8.

An Shun, B. & S., April 10.

Hai Ning, Douglas, April 10.

Norviken, Jardine's, April 11.

Sochow, B. & S., April 11.

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Eumaeus, B. & S., April 8.

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Szechuen, B. & S., April 8.

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Hai Ning, Douglas, April 10.

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Daviken, Jardine's, April 3.

Suiyang, B. & S., April 4.

Taiyuan, B. & S., April 4.

Yuen Sang, Jardine's, April 4.

Chengtu, B. & S., April 5.

Kiungchow, B. & S., April 6.

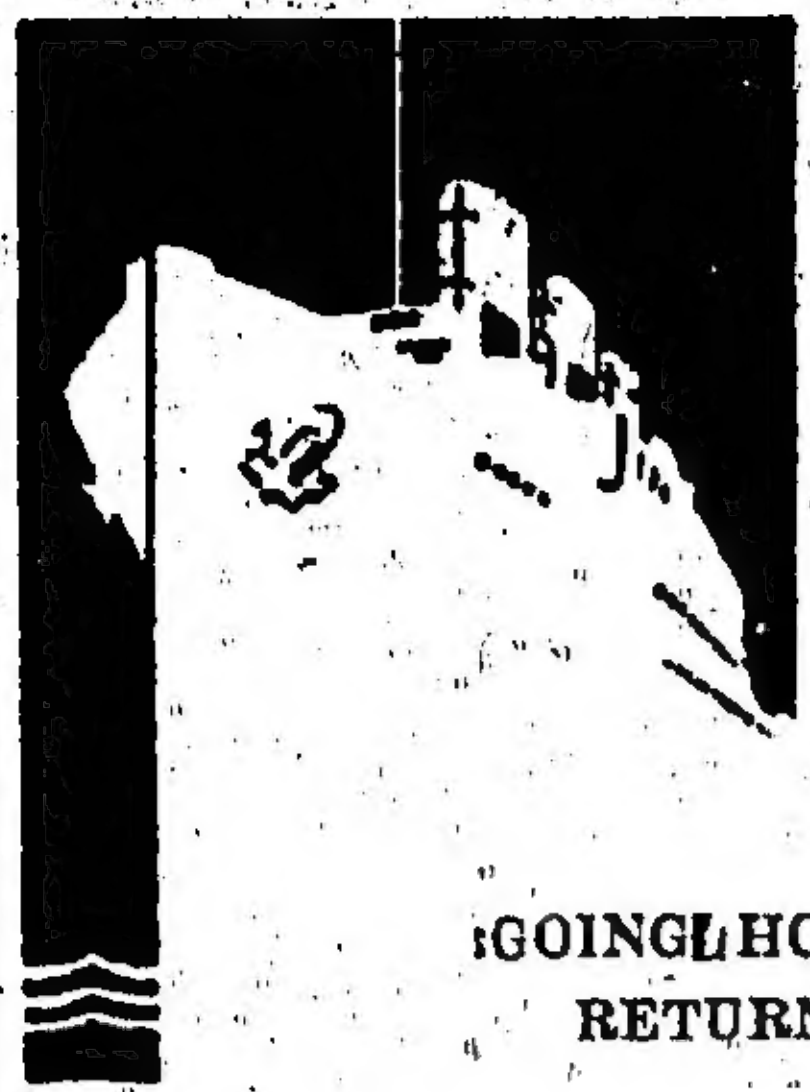
Taming, B. & S., April 7.

Eumaeus, B. & S., April 8.

Kwai Sang, Jardine's, April 8.

Szechuen, B. & S., April 8.

An Shun



ASK ABOUT THE NEW LOW FARES

To Europe and
Return

GOING/HOME VIA CANADA
RETURNING VIA SUEZ

From Manila, China, Japan via VICTORIA and VANCOUVER.

Yokohama to Pacific Coast in 9 days. But only by Direct Express, and only on Empress of Asia and Empress of Russia, the largest and fastest liners on this shortest Trans-Pacific crossing.

Want to visit Honolulu en route? Then, take Empress of Japan, the Pacific's largest liner, its queen of speed. Or her running mate, Empress of Canada.

On arrival Vancouver step on board train for the journey through the World Famous Canadian Rockies to Montreal and Quebec and the

ST. LAWRENCE SEAWAY.

Most direct, most scenic, shortest route to Europe. Fully two days cut from open ocean and spent in the sheltered waters of the St. Lawrence. Your selection of 5 types of accommodation. Your choice of 12 Canadian Pacific liners. Each a head-liner in her class:

- 3 Empresses... First Class.
- 4 Duquesnes... Luxury with economy.
- 5 Cabin ships... Low cost but solid comfort.
- All ships... Tourist and Third Class
- 3 to 5 sailings weekly from Montreal and Quebec (trains go direct to ship-side) to British and Continental ports.

GREAT REDUCTION ON ALL
THROUGH FARES.

CANADIAN PACIFIC



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

OHIOHIBU MARU ... Wednesday, 4th Apr. at 10 a.m.
TATSUTA MARU ... Wednesday, 13th Apr. at 10 a.m.
ASAMA MARU ... Wednesday, 9th May, at 10 a.m.

SEATTLE & VANCOUVER.

HEIAN MARU (Starts from Kobe) Monday, 30th Apr.
HIKAWA MARU (Starts from Kobe) Monday, 21st May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

SUWA MARU ... Saturday, 14th Apr.
FUSHIMI MARU ... Saturday, 28th Apr.
HAKOZAKI MARU ... Saturday, 12th May

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 28th Apr.
KITANO MARU ... Saturday, 26th May

BOMBAY via Singapore, Penang and Colombo.

NAGO MARU ... Friday, 6th Apr.
TANGO MARU ... Wednesday, 11th Apr.
MAYEASHI MARU ... Sunday, 28th Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Monday, 10th Apr.

NEW YORK via Panama.

TOBA MARU ... Wednesday, 19th Apr.
TSUYAMA MARU ... Friday, 11th May

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

LIMA MARU ... Saturday, 14th Apr.

CALCUTTA via Singapore, Penang and Rangoon.

YAMAGATA MARU ... Sunday, 8th Apr.
MORIBKA MARU ... Sunday, 15th Apr.
PENANG MARU ... Sunday, 28th Apr.

SHANGHAI, KOBE & YOKOHAMA.

TERUKUNI MARU ... Wednesday 11th Apr.
KITANO MARU (Nagasaki direct) ... Friday, 20th Apr.
HAKUSAN MARU ... Friday, 27th Apr.

† Cargo only.

NIPPON YUSEN KAISHA.

MESSAGERIES

3, Queen's Bldg.
Tel. 28831.

MARITIMES

UNZEN!

1934 Holiday Season

The Messageries Maritimes Steamers will call at
NAGASAKI as follows:

Leave HONG KONG	Arrive NAGASAKI	Steamers	Leave NAGASAKI	Arrive HONG KONG
May 18	May 27	Aramis	May 31	June 5
June 1	June 10	Andre Lebon	June 14	June 19
June 15	June 24	Felix Roussel	June 28	July 3
July 1	July 11	Porbus	July 11	July 17
July 15	July 22	Chenonceaux	July 25	July 31
July 20	Aug. 6	D'Arignac	Aug. 5	Aug. 14
Aug. 12	Aug. 19	Atlas II	Aug. 25	Aug. 29
Aug. 24	Sept. 2	Aramis	Sept. 6	Sept. 14
Sept. 9	Sept. 16	Andre Lebon	Sept. 20	Sept. 25
Sept. 21	Sept. 30	Felix Roussel	Oct. 4	Oct. 9

RATES OF PASSAGE

HONG KONG TO NAGASAKI

	1st Class	2nd Class	3rd Class	4th Class
Single	\$135	\$ 85	\$50	\$30
Round Trip	\$220	\$130	\$85	—

(Available 3 months)

For particulars apply to the Company's Agency: 3, Queen's Building.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 10,400 TONS;
THROUGH CARGO
22,800 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony, during the 24 hours ended at 9 a.m. yesterday were:—

British	H.K.	Ports
Swatow 1,200	—	—
Tai Yuan, Amoy 120	50	—
Chinhua, Canton	450	500
—	1,320	—

American	H.K.	Ports
General Lee, Manila	1,241	—
Golden Hind, Milke 273	1,558	2,899
—	273	—

German	H.K.	Ports
Resolute, Manila	—	—
Ermland, Manila 567	5,583	—
—	567	5,583

Danish	H.K.	Ports
Asia, Manila	5,000	5,000
—	—	—

Norwegian	H.K.	Ports
Tonje, Singapore	4,000	4,000
—	—	—

Japanese	H.K.	Ports
Ryui Maru, Sakito 6,720	—	—
Hague Maru, Sakito 487	4,131	—
Lushan Maru, Keelung 1,050	8,257	4,131
—	—	—

Chinese	H.K.	Ports
Kun Hsing, Canton	532	532
—	—	—

Total	H.K.	Ports
—	10,417	22,845
—	—	—

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Haidis (Br.) Swatow	224
Tai Yuan (Br.) Amoy	303
Tonje (Nor.) Singapore	3
Lushan Maru (Jap.) Keelung	136
Kun Hsing (Ch.) Canton	40
Total	706

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	3	2
American	2	3
German	2	3
Danish	1	2
Norwegian	1	2
Italian	0	1
French	0	1
Japanese	3	3
Chinese	1	2
Total	13	19

ARRIVALS

April 2.

Dell Maru, Japanese str., 1,293 tons, Captain N. Hirose, from Swatow, Stonecutters—O.S.K.
Kinal Maru, Japanese str., 5,047 tons, Captain N. Ohno, from Kobe, buoy No. A3—O.S.K.
Hellas, Norwegian str., 1,114 tons, Captain C. Beck, from Bangkok via Swatow, buoy No. B13.—Thoresen & Co.
Eng Lee, Chinese str., 865 tons, Captain M. Tanada, from Tsingtao buoy No. C1—T. M. & Co.
Hop Sang, British str., 1,340 tons, Captain D. S. Pethick, from Tsingtao, buoy No. B2—J. M. & Co.

April 1.

Tjinegara, Dutch str., 5,783 tons, Captain P. Welde, from Amoy, buoy No. A7—J. C. J. Line
Pronto, Norwegian str., 1,283 tons, Captain B. J. Moller, from Bangkok, buoy No. B17—K. Larsen & Co.
Santhia, British str., 4,841 tons, Captain P. V. Cotter, from Amoy, Kowloon Wharf—M. M. & Co.

March 31.

Kaitangata, British str., 1,202 tons, Captain J. Crosthwaite, from Swatow, Yaumati—Williamson & Co.

CLEARANCES

April 2.

Tonje, for Swatow.
Tai Yuan, for Canton.
Ryder Sagen, for C. W. Tao.
Yuan On, for Canton.
Hydrangea, for Swatow.
An Shun, for Swatow.
Wing Lee, for Holbow.
Hop Sang, for Canton.
Lushan Maru, for Shanghai.
Sui Yang, for Canton.
Kamo, for Saigon.
Kaitangata, for Hongay.

SHIPS IN HARBOUR.

Wharves.

Kowloon:—Resolute, Santhia, Chichibu Maru.
China Merchants:—Tai Poo Sek, Yuan On.
Douglas, Laprak:—Hal Yang, Chiu On:—Hydrangea.

Docks.

Kowloon:—Yat Shing, Scallaria, Engadine, Tinhow.
Taikoo:—H.M.S. Proteus, Apoc, Shuntien, Iris, Solviken, Shantung, Sheng King, Maron.

Buoys.

No. A1—H.M.S. Eagle.
No. A3—Kinal Maru.
No. A6—Barge.
No. A7—Tjinegara.
No. A8—Jutlandia.
No. B2—Hop Sang.
No. B4—Wing Lee.
No. B9—Hellas.
No. B16—Tai Yuan.
No. B17—Pronto.
No. B22—Maui Sang.
No. B28—Ryui Maru.
No. C1—Eng Lee.

VESSELS DUE

Aeneas, B. & S., May 1.
Akita Maru, N.Y.K., April 4.
Antenor, B. & S., April 10.
Asama Maru, N.Y.K., April 24.
Athos, Messageries, May 6.
Atreus, B. & S., April 7.
Bangalore, P. & O., April 17.
Bhutan, P. & O., May 15.
Burgeland, Johnson's, April 12.
Calcutta Maru, N.Y.K., April 17.
Change, B. & S., April 6.
Chenonceaux, Messageries, April 8.
City of Baghdad, Bank Line, April 9.
City of Eastbourne, Bank Line, April 24.
Clara, Camus, Dodwell's, April 11.
Coblenz, Melchers, May 4.
Corfu, P. & O., April 18.
D'Arignac, Messageries, April 23.
Danzmark, Manners, April 6.
Donau, Melchers, April 23.
Emp. of Asia, C.P.S., April 27.
Emp. of Canada, C.P.S., April 27.
Emp. of Japan, C.P.S., April 4.
Empress of Russia, C.P.S., May 9.
Ermland, Johnson's, April 3.
Eumetis, B. & S., April 8.
Falkland, Manners, April 24.
Fushimi Maru, N.Y.K., April 27.
Grandon, Melchers, April 4.
Hal Ching, Douglas, April 5.
Hal Hing, Thoresen's, April 15.
Hal Ning, Douglas, April 9.
Hakusan, Maru, N.Y.K., April 27.
Heijo Maru, N.Y.K., April 22.
Isar, Melchers, April 19.
Ixion, B. & S., April 11.
Java, Manners, May 10.
Julland, Manners, April 22.
Kamo Maru, N.Y.K., April 27.
Kaitangata, British str., April 19.
Lima Maru, N.Y.K., April 15.
Mantua, P. & O., May 2.
Mayebashi Maru, N.Y.K., April 28.
Menestheus, B. & S., April 13.
Morioke Maru, N.Y.K., April 14.
Mulsam, Manners, April 11.
Nagara, Gilman's, May 8.
Nagato Maru, N.Y.K., April 8.
Nalders, P. & O., April 4.
Nanking, Gilman's, April 28.
Nellore, B. & S., April 4.
Panama, Manners, April 17.
Penang Maru, N.Y.K., April 28.
Pleasantville, Bank Line, April 23.
Porbus, Messageries, April 10.
Pres. Garfield, Dollar's, April 13.
Pres. Grant, A.M. Line, April 13.
Pres. Hoover, Dollar's, April 12.
Pres. Jefferson, A.M. Line, April 6.
Pres. Pierce, Dollar's, April 30.
Pres. Polk, Dollar's, April 7.
Rakuyo Maru, N.Y.K., April 8.
Ranchi, P. & O., April 6.
Rawalpindi, P. & O., May 16.
Saarbrücken, Melchers, April 7.
Silverwalnut, Furness, April 13.
Sirdhana, B.I. (Apcar), April 4.
Suwa Maru, N.Y.K., April 13.
Tai Ping Yang, Dodwell's, May 17.
Tai Shan, Dodwell's, April 17.
Takada, B.I. (Apcar), April 13.
Talmu, B.I. (Apcar), April 18.
Tamara, Gilman's, May 19.
Tanda, E. & A. S.S. Co., May 5.
Tango Maru, N.Y.K., April 10.
Tantalus, B. & S., April 30.
Tarn, Thoresen's, April 12.
Tatsuta Maru, N.Y.K., April 18.
Teiresias, B. & S., May 7.
Tergates, Dodwell's, April 10.
Terakuni Maru, N.Y.K., April 10.
Tilawa, B.I. (Apcar), May 2.
Fin How, Bank Line, April 20.
Tijebot, J.C.J. Line, April 9.
Tokushima Maru, N.Y.K., April 26.
Toba Maru, N.Y.K., April 17.
Toureging, Thoresen's, April 24.
Yamagata Maru, N.Y.K., April 7.

SHIPPING MOVEMENT

The m.v. "Silverwalnut" from New York sailed from Shanghai 1st instant and is expected here on 3rd instant morning.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENS-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY,
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RANCHI"	17,000	7th April	Marseilles and London.
"KIDDERPORE"	5,300	14th April	Singapore, Penang, Colombo, Bombay & Karachi
"CARTHAGE"	15,000	21st April	Marseilles and London.
"SOMALI"	4,800	28th April	Bombay, Marseilles, London, H'g, B'dm, A'warp, & Hull.
"NALDERA"	15,000	5th May	Bombay, Marseilles and London
"CORFU"	15,000	18th May	H'g, B'dm, A'warp, & Hull.
"BANGALORE"	6,000	26th May	Bombay, Marseilles and London
"MANTUA"	11,000	2nd June	Bombay, Marseilles, London, H'g, B'dm, A'warp, & Hull.
"RAWALPINDI"	17,000	16th June	Bombay, Marseilles and London
"BHUTAN"	6,000	23rd June	Bombay, Marseilles, London, H'g, B'dm, A'warp, & Hull.
"KANAK-L'HIND"	13,000	30th June	Bombay, Marseilles and London
"BEHAR"	6,000	7th July	Bombay, Marseilles, London, H'g, B'dm, A'warp, & Hull.
"RAJPUTANA"	17,000	14th July	Bombay, Marseilles and London
"SOUDAN"	6,700	21st July	Bombay, Marseilles, London, H'g, B'dm, A'warp, & Hull.
"RANCHI"	17,000	28th July	Bombay, Marseilles and London.
"CARTHAGE"	15,000	11th Aug.	do.

* Cargo only. † Calls Calcutta. ‡ Call Tangier.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHIA"	8,000	3rd April, 3 p.m.	Singapore, Penang & Calcutta
"TAKADA"	7,000	15th April	do.
"SIRDHANA"	8,000	29th April	do.
"TALMA"	10,000	13th May	do.
"TILAWA"	10,000	27th May	do.

† Calls Rangoon. * Calls Port Swettenham.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	4th May	Manila, Babel, Brisbane
"TANDA"	7,000	2nd June	Singapore and Melbourne.
"NANKIN"	7,000	30th June	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NALDERA"	15,000	5th Apr.	S'hai, Moji, Kobe & Yokohama
"NELLORE"	7,000	5th Apr.	S'hai, Moji, Kobe, Osaka & Y'hama
"SIRDHANA"	8,000	8th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"BANGALORE"	6,000	16th Apr.	S'hai, Moji, Kobe & Y'hama
"CORFU"	15,000	18th Apr.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	20th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"MANTUA"	11,000	2nd May	S'hai, Moji, Kobe & Yokohama
"KANAK-L'HIND"	13,000	4th May	Amoy, S'hai, Moji, Kobe & Osaka
"BEHAR"	6,000	6th May	S'hai, Moji, Kobe, Osaka & Y'hama
"BHUTAN"	6,000	16th May	S'hai, Moji, Kobe & Yokohama
"RAWALPINDI"	17,000	17th May	Shanghai, Kobe & Y'hama
"SANTHIA"	8,000	18th May	Amoy, S'hai, Moji, Kobe & Osaka
"TAKADA"	7,000	20th May	S'hai, Moji, Kobe & Yokohama
"KANAK-L'HIND"	13,000	31st May	Amoy, S'hai, Moji, Kobe & Osaka
"TAKADA"	7,000	1st June	S'hai, Moji, Kobe, Osaka & Y'hama
"NANKIN"	7,000	2nd June	S'hai, Kobe & Yokohama
"SOUDAN"	6,700	12th June	do.
"RAJPUTANA"	17,000	13th June	Amoy, S'hai, Moji, Kobe & Osaka
"SIRDHANA"	8,000	14th June	S'hai, Kobe & Yokohama
"RANCHI"	17,000	28th June	Amoy, S'hai, Moji, Kobe & Osaka
"TALMA"	10,000	29th June	S'hai, Moji, Kobe, Osaka & Y'hama
"NELLORE"	7,000	5th July	S'hai, Kobe & Yokohama
"BURDWAN"	6,000	11th July	S'hai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punks Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laund

AGENCIES.

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We offer facilities for the transaction of general banking business. Foreign exchange transacted. Stocks and bonds bought and sold. Loans granted on approved securities. Correspondents in Principal Cities of the World.

LEE FANG,
General Manager.

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Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

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W. H. Bell, Esq., A. H. Compton, Esq., G. Miskin, Esq., K. S. Morrison, Esq., Hon. Mr. J. J. Paterson, T. E. Pearce, Esq., C. C. Knight, Esq., V. M. GRAYBURN, Esq., Chief Manager.

Branches:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Colombo, Dairen, Fookchow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

Current Accounts opened in LOCAL CURRENCY and FIXED Deposits received for one year or shorter periods in LOCAL CURRENCY and STAMING on terms which will be quoted on application.
Hong Kong, 16th March, 1934.

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation,
V. M. GRAYBURN, Chief Manager.
Hong Kong 26th Feb., 1934.

THE CHASE BANK.

8, QUEEN'S ROAD CENTRAL.

HEAD OFFICE: 18, FINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Interest Rates on Application.

The Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. \$1,200,000,000.

D. M. BIGGAR, Manager.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
Authorized Capital H.K. \$11,000,000
Paid-up Capital 5,885,800
Reserve Fund 1,150,000

Branches:—
CANTON, SHANGHAI, HANKOW, BANGKOK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

In all Principal Cities of the World Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes at a Yearly Rental of from \$5 to \$40).

LOOK POONG SHAN, Manager.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: LONDON.

Authorized Capital £3,000,000
Subscribed Capital £1,500,000
Paid-up Capital £1,050,000
Reserve Fund and Rest £1,248,735

DIRECTORS:
J. M. Byrie, Esq., Chairman.
Sir T. S. Catto, Bt., Deputy Chairman.
Sir C. C. Barrie, K.B.E.
Sir G. A. Jones, K.C.S.T., O.L.E.
P. R. Chisholm, Esq.
O. J. Hambro, Esq.
W. H. Shelford, Esq.

Branches:—
Bangkok, Calcutta, Canton, Cebu, Colombo, Dairen, Fookchow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustee and Executorships undertaken. Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS, Manager.
Queen's Road Central, Hong Kong, March 8th, 1934.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors £3,000,000

Branches:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Colombo, Dairen, Fookchow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

W. H. E. PHOMAS, Chief Manager.
Hong Kong, Feb. 6th, 1934.

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE (Incorporated in France).

Princo's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital fully paid-up 50,000,000
Special Working Capital 50,000,000
Reserves 33,352,000

Branches:—
Paris, Saigon, Haiphong, Matseilles, Pnom Penh, Hanoi, Shanghai, Hong Kong, Tientsin.

BANKERS:
France: Banque de Paris et des Pays Bas, Société Générale.
London: Midland Bank, Ltd.
New York: Irving Trust Co., Bank of America, National Trust and Savings Association.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. L. BRUSSET, Acting Manager.
Hong Kong, 13th February, 1934.

THE BANK OF EAST ASIA, LIMITED.

Authorized Capital \$10,000,000.00
Paid-up Capital 5,598,000.00
Reserve and Undivided Profits 2,434,000.00

HEAD OFFICE: HONG KONG, No. 12, Des Voeux Road, Central.

Board of Directors:
Sir Shouson Chow, Chairman.
Li Koon Chun, Esq., Li Lan Sang, Esq., P. K. Kwok, Esq., Wong Chiu Son, Esq., Wong Yung Tong, Esq., Kan Ying Po, Esq., Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li Tse Fong, Esq., Manager.

Branches and Agencies:—
Amoy, Batavia, Bangkok, Canton, Cebu, Colombo, Dairen, Fookchow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

Every description of Banking and Exchange Business transacted. Loans granted on approved securities. Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.

Safe Deposit Boxes To Let.

KAN TONG PO, Chief Manager.
Hong Kong, 1st March, 1934.

BANK OF CHINA.

Reorganized October 23, 1926, under special charter of the National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,000.00
Reserve Funds 2,620,563.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

HEAD OFFICE: 65, BROADWAY, NEW YORK.

Capital U.S. \$6,000,000.00
Surplus U.S. \$1,367,089.17
Reserves U.S. \$1,718,979.67

Branches:—
Amsterdam, Antwerp, Assuan, Athens, Basle, Berlin, Bombay, Brunei, Calcutta, Canton, Cebu, Colombo, Copenhagen, Dairen, Edinburgh, Florence, Geneva, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken. Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers' Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

R. W. DUGGAN, Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 124,750,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Alexandria, Amoy, Bangkok, Batavia, Berlin, Calcutta, Canton, Cebu, Colombo, Dairen, Fookchow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manilla, Peking, Penang, Rangoon, Saigon, Shanghai, Singapore, Soerabaya, Suipei, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

Y. ABE, Acting Manager.
Hong Kong, 12th Mar., 1934.

NEDERLANDSCH-INDISCH HANDELSBANK, N.V.

(NEDERLANDSE INDIA COMMERCE BANK)

Established 1863 at Amsterdam.

Authorized Capital Gldrs. 100,000,000.00
Paid-up Capital Gldrs. 50,000,000.00
Reserve Fund Gldrs. 28,000,000.00

HEAD OFFICE: AMSTERDAM.

Head Office for Asia: BATAVIA.

Branches in Dutch East Indies, India, Singapore, China and Japan.

Every description of Banking and Exchange Business transacted. Current Accounts, Deposits, etc.

J. M. MORHAUS, Actg. Manager.

JOB PRINTING.

THE HONG KONG DAILY PRESS, LTD. wish to inform the

CANTON COMMUNITY that they have recently reopened their

JOB PRINTING DEPARTMENT.

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letter heads, printing, ledger work, special forms, etc., etc.

Assuring you always our best attention.

KOEHLER & CO.

19, B.C. Shamien, Agents.

Canton, December 1933.

MAILS FOREIGN

All Registered and Insured letters for Singapore must be addressed in Roman characters before they can be accepted at the G.P.O. or at any of the Branch Post Offices.

AIR MAIL SERVICES

IMPERIAL AIRWAYS VIA SINGAPORE

Bandoeng—Amsterdam via Saigon

Saigon—Marseilles via Saigon

Correspondence for Europe and intermediate countries will be accepted for transmission by these Services. Rates and all particulars are shown in the schedules exhibited at the General Post Office and Kowloon Office. All letters etc., must be marked "By Air Mail" and handed in at the General Post Office and Kowloon Office. Unless superscribed for despatch by a specific air mail service, correspondence will be forwarded by the first service available.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

FROM	PER	DATE
JAPAN via Suva (Letters and Papers)	Arizona Maru	3rd Apr
London, 5th March—and Parcel, 1st March	Naidaru	4th Apr
Calcutta and Straits	Sirdhona	4th Apr
Australia and Manila	Naidaru	4th Apr
Manilla	Emp. of Japan	4th Apr
JAPAN and SHANGHAI	Briand Maru	5th Apr
U.S.A., Canada, Japan and SHANGHAI (Seattle, 7th March)	Ranchi	6th Apr
STRAITS	Frederickson	6th Apr
SAIGON	Sumner	8th Apr
Australia and Manila	Chonococcus	8th Apr
SHANGHAI	Changsha	9th Apr
STRAITS	Perth	10th Apr
SHANGHAI	Perth	10th Apr
JAPAN and SHANGHAI	Antenor	10th Apr
	Ision	11th Apr

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
*Manila, Makassar and Sourabaya	Tjinegara	Tuesday, 3rd, 9.30 A.M.
Calcutta via Straits	Santhia	Parcel Noon
Swatow, Amoy and Fookchow	Manilla	Letters 1.00 P.M.
Straits, Ceylon, India, Mauritius, East and South Africa	Arizona Maru	3.30 P.M.
Manilla	Frederickson	4.30 P.M.
Shanghai, Japan, Honolulu, U.S.A., U. and S. America, Canada and *EUROPE via San Francisco—due San Francisco, 28th April—and *EUROPE via Siberia	Chichibu Maru	Reg. 3rd, 5.00 P.M. Lat. 4th, 8.30 A.M.
Swatow	Suiyang	Wednesday, 4th, 12.30 P.M.
Amoy	Tai Yuan	3.30 P.M.
Australia and New Zealand via Brisbane—due Brisbane, 18th April	Brisbane Maru	Thursday, 5th, Parcel Noon Reg. 12.45 P.M. Letters 1.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 24th April—and *EUROPE via Siberia	Emp. of Japan	Reg. 5th, 5.00 P.M. Lat. 6th, 9.15 A.M. Letters 10.00 A.M.
Swatow	Manilla	Friday, 6th, 10.30 A.M. Parcel Noon Reg. 2.00 P.M.
Amoy and Fookchow	Manilla	2.00 P.M.
Letters for "Bandoeng—Amsterdam Air Mail Service"	Ranchi	K.P.O. Reg. 6th, 4.30 P.M. Lat. 6th, 5.00 P.M. G.P.O. Reg. 6th, 5.00 P.M. Lat. 7th, 9.00 A.M. Kowloon P.O. Reg. 7th, 9.00 A.M. Letters 10.00 A.M. G.P.O. Reg. 6th, 5.00 P.M. Lat. 7th, 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 4th May	Manilla	Saturday, 7th, Parcel 1.00 P.M. Letters 2.00 P.M. Reg. 4.30 P.M. 5.00 P.M.
Letters for "Saigon—Marseilles Air Mail Service"	Portos	Tuesday, 10th, K.P.O. Reg. Noon Lat. Noon G.P.O. Reg. 12.30 P.M. Lat. 1.00 P.M. Kowloon P.O. Reg. 1.00 P.M. Letters 1.30 P.M. G.P.O. Reg. 1.45 P.M. Letters 3.30 P.M. 3.00 P.M.
Saigon and *EUROPE via Marseilles—due Marseilles, 11th May	Portos	
Swatow, Amoy and Fookchow	Hai Ning	

*Superscribed for correspondence only.

NOTICE TO MARINERS

Yangtze River—South Channel Entrance

Notice is hereby given that on or about May 3, 1934, and without further notice, the Yangtze Entrance Light-vessel, moored in the South Channel Entrance to the Yangtze River, will be temporarily withdrawn from her station for docking and will be replaced by a gas-lighted buoy, 10 feet in diameter.

The buoy will be painted in red and black horizontal bands and will show an occulting white light every 8 seconds, thus:—

Light 4 seconds,
Eclipse 4 seconds.

On the completion of repairs the Yangtze Entrance Light-vessel will be replaced on her station, and the Light-buoy withdrawn, without further notice.

Charts affected: Chinese Admiralty Charts Nos. 505 and 1011.

Printed and Published by Henry Lloyd Marrow, for the Hong Kong Daily Press Limited, at 11, Ice House Street, Victoria, Hong Kong. London Office: 65, Fleet Street, E.C.4.

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NEXT SAILING
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EXCELLENT ACCOMMODATION
FOR 12 PASSENGERS.
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REGULAR AND FAST
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"ANTENOR" 11 APR. Marseilles London, Rotterdam & Glasgow
"DIOMED" 18 APR. Casablanca, London, Rotterdam, Hamburg & Hall

LIVERPOOL SERVICE
"LYCAON" 1 MAY. Harpe & Liverpool

NEW YORK SERVICE
"MABON" 10 APR. Boston, New York, Philadelphia & Baltimore via Manila, Straits and Suez

PACIFIC SERVICE (via KOBE & YOKOHAMA)
"IXION" 19 APR. Victoria, Seattle & Vancouver

INWARD SERVICE
"ATREUS" 7 APR. From Gdynia, Bremen, Hamburg & Rdam. via Suez & Straits
"EUMAEUS" 8 APR. From U.K. via Straits

Special reduced fares are quoted for cargo steamers with limited passenger accommodation.
For freight, passage rates and information apply to the undersigned.
Butterfield & Swire,
Agents.